

THE LITERARY DIGEST

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TOPICS - OF - THE - DAY

VOLUNTEERS, CONSCRIPTION, AND DEMOCRACY

RAISING ARMIES is more difficult as well as more important than raising flags, and one of the chief difficulties in this country is the popular feeling against conscription. Representative Howard, of Georgia, a veteran of the Spanish-American War, insists that "ten thousand volunteers patriotic enough to bare their breasts in battle are worth one hundred thousand conscripted men." "There is enough patriotism in this country to get a volunteer army, and until that is demonstrated untrue we should not resort to conscription," declares Senator Thomas, of Colorado; and Senators Stone, of Missouri, and Gallinger, of New Hampshire, are among those who think the recruiting problem can be best solved by increasing the soldiers' pay. Among Southern Congressmen also we find opposition to universal service on the ground that it would be inadvisable to give thousands of negroes training in the use of arms. Samuel Gompers, president of the American Federation of Labor and a member of the Advisory Committee of the Council of National Defense, has come out against conscription, according to Washington dispatches. Newspaper critics of compulsory service attack it as unnecessary, undemocratic, conducive to militarism, and in violation of the Constitutional prohibition of involuntary servitude. Outside of the Socialist and labor papers, however, these critics seem to be not very numerous, the bulk of the press having apparently become more or less reconciled to the idea during the

discussion of the Chamberlain Bill, which advocated universal military training. Editorials on both sides are quoted later.

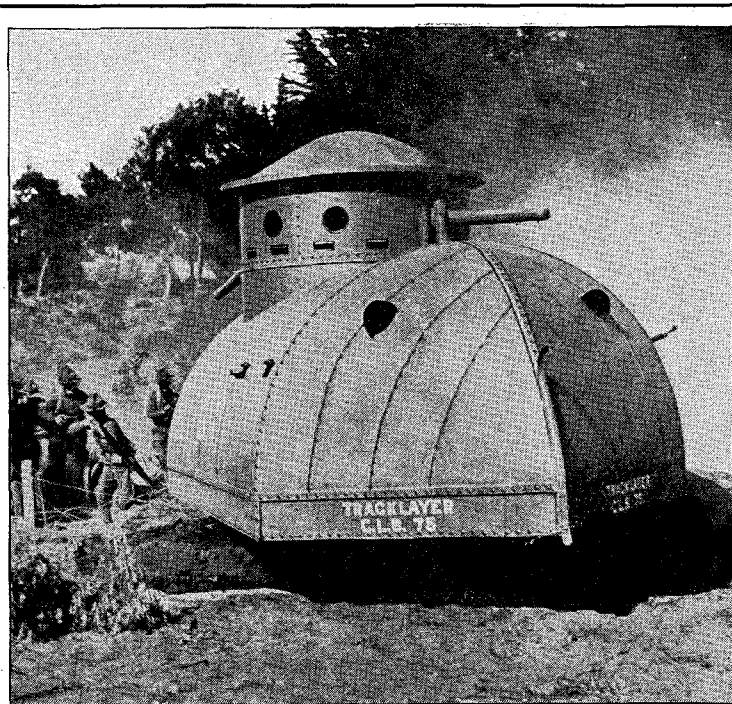
In a published statement advocating the passage of the pending Army Bill, the President says:

"It proposes to raise the forces necessary to meet the present emergency by bringing the regular Army and the National Guard to war-strength and by adding the additional forces which will now be needed, so that the national Army will comprise three elements, the regular Army, the National Guard, and the so-called additional forces, of which a first 500,000 are to be authorized immediately, and later increments of the same size as they may be needed.

"In order that all those forces may compose a single Army, the term of enlistment in the three is equalized, and will be for the period of the emergency. The necessary men will be secured for the regular Army and the National Guard by volunteering, as at present, until, in the judgment of the President, a resort to a selective draft is desirable. The additional forces, however, are to be

raised by selective draft from men ranging in age from nineteen to twenty-five years. The quotas of the several States in all of these forces will be in proportion to their population.

"This legislation makes no attempt to solve the question of a permanent military policy for the country, chiefly for the reason that in these anxious and disordered times a clear view can not be had either of our permanent military necessities or of the best mode of organizing a proper military peace establishment. The hope of the world is that when the European War is over arrangements will have been made composing many of the questions which have hitherto seemed to require the arming



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of the nations, and that in some ordered and just way the peace of the world may be maintained by such cooperations of force among the great nations as may be necessary to maintain peace and freedom throughout the world.

"When these arrangements for a permanent peace are made, we can determine our military needs and adapt our course of military preparation to the genius of a world organized for justice and democracy. The present bill, therefore, is adapted to the present situation, but it is drawn upon such lines as will enable us to continue its policy, or so much of it as may be determined to be wise, when the present crisis has passed."



THIS IS A NATION'S WAR.

—Donahy in the Cleveland Plain Dealer.

"To begin to draft now at the outset of the war, when 500,000 volunteers can be had for the asking, would seem to us an utter mistake," declares Mr. Villard's *New York Evening Post*, which thinks that if military service is to reflect the spirit of the President's message to Congress it must represent a willing sacrifice, with no suspicion of compulsion. Moreover, "conscription would at once precipitate the question of the conscientious objector, of whom there are many." "Conscription is unnecessary in a war approved by the people," argues *The Public*, an international journal of fundamental democracy which recently moved from Chicago to New York. A writer in the same weekly advocates as a war-measure the conscription not of men but of incomes. And the *San Francisco Bulletin* sees behind conscription "the heresy—Prussian to the core—that the State is a kind of overlord which should compel its citizens, instead of inducing them willingly to give." This California paper goes on to say:

"No Government that has habitually to use force against the majority of its adult citizens—as all Governments having compulsory military service must do—is anything like a pure democracy. This sudden and insistent outcry for compulsion is a demand that we put limitations upon our democracy; an advertisement of lack of faith in the common people; a false confession that we have been unable to make our Government such as to command unhesitating allegiance."

Turning now to those more numerous papers which accept universal liability to service as a basic principle of democracy, we find the *Philadelphia Record* citing Switzerland in answer to the charge that universal service breeds militarism, while the

St. Louis Republic points the same moral with the less familiar case of Argentina, which adopted universal service in 1901. Says the *St. Louis paper*:

"When an Argentinian boy reaches the age of twenty he takes part in the *sorteo*, or military drawing of lots. Between 50,000 and 60,000 youth reach this age every year, from whom 8,000 are drawn for the Navy and 18,000 for the Army. The first serve two years, the last one year. During the next nine years the soldier, restored to civil life, serves in four periods of maneuvers—two of a month each and two of a fortnight each. During the next ten years he is called four times to the colors, for periods not exceeding fifteen days each.

"In the event of war Argentina could put 350,000 trained men in the field out of a population estimated at 8,000,000. This is at the rate of more than 4,000,000 men for a country of the population of the United States.

"Now, how does the system work?

"The year after it was put into practice Argentina was very near war with Chile over a boundary question, but she finally referred the matter to arbitration, and King Edward VII. of England was made arbitrator. He rendered his decision in 1909, and as a result there was set up, on the Continental Divide, a colossal statue, 'The Christ of the Andes,' as a symbol of perpetual amity between Argentina and Chile.

"Unreadiness does not buttress peace; it invites war. The real spirit of peace is illustrated by Argentina, where the face of the Christ looks out over rich prairies dotted with homes whose choicest sons are ready, at a moment's notice, to uphold their country's honor, where peace means the sway of the spirit of brotherhood and not the cankering of the national courage or rust on the nation's sword."

A recent canvass of 476 newspapers by the National Security League revealed 270 in favor of universal military training, 49 opposed to it, and 157 non-committal; and the *Boston Transcript* reminds us that "legislature after legislature and leaders of all parties have in recent months petitioned the Congress in favor of a system of universal training." Colonel Roosevelt is "heart and soul for the proposal of the Administration for universal obligatory military training and service." Many papers agree with the *Albany Knickerbocker Press* that "the volunteer system is a wasteful, inefficient, undemocratic, and unjust way of raising an army." For, as the *Milwaukee Sentinel* says:

"Under the voluntary system in time of war, the serviceable manhood of the nation is divided in two parts:

"There are the patriotic young men who volunteer to go to the front, and, if need be, die in order that the nation may live; and there are the slackers who are perfectly willing to sacrifice the other fellows on the altar of patriotism.

"That is not a democratic arrangement.

"A democracy which offers equality of opportunity has a right to exact in return equality of service."

Universal service, affirms the *Denver Rocky Mountain News*, "promotes democracy, discourages militarism, and is the only system that guarantees real preparedness." The *Minneapolis Journal* suggests that "equal service" is a more accurate description than "universal service." "Why should we leave the defense of all we hold dear to patriotic volunteers?" asks the *Buffalo Evening News*. "Why should we leave all the work to these men and shirk at home, the while enjoying the privileges of citizenship?" This Buffalo paper believes that "the country is rapidly coming around to an acceptance of the idea of universal service," and the *New York Times* confidently asserts that a large majority of the citizens of the United States already favor it. The *Richmond Evening Journal* "has yet to see one rational argument advanced against it," and the *St. Louis Star* prefers it to the volunteer system because it is "more democratic, more equitable, more practicable, more effective, less disruptive of our industrial and commercial organization, less hurtful to domestic relations, and more stimulative of the making of a homogeneous people of our citizens." It is strictly democratic, this paper explains, because "it calls for service upon rich and poor alike, regardless of racial extraction." The volunteer system, says the

Cincinnati *Times-Star*, "was a failure even under the slack conditions of the old days; under modern conditions it is impossible." "Heretofore," the Buffalo *Enquirer* reminds us, "United States armies have been raised mostly by volunteering, with a little resort to draft during the Civil War." But at the present rate of volunteer recruiting, notes the New York *Commercial*, "it would be 250 years before we could get a million men."

Universal service, declares the influential Chicago *Tribune*, "is the *sine qua non* of our safety"; and this view is shared by such papers as the New York *World* and *Tribune*. "Conscription must come, because there is no way to avoid conscription and still raise the sort of armies that we must raise," declares *The Tribune*. And Mr. Hearst's New York *American* thus answers the charge that universal service makes for militarism:

"It is not soldiers who precipitate war; it is Governments; and our citizens can well be good soldiers without danger of war as long as our Government is kept democratic in character and under the control of our citizens, instead of our citizens being under control of the Government."

"A great standing army has always been the instrument of the privileged classes in their encroachments upon the rights of the masses."

"A great standing army makes for despotism, absolutism. A citizenry trained in arms makes for democracy and equality. It provides the means for the nation's protection and democracy's defense."

Among the hundreds of other papers which express the conviction that a conscript rather than a volunteer army is the true weapon of a democracy we find the New York *Evening Mail*, Cleveland *Plain Dealer*, New Orleans *Times-Picayune*, Burlington *Hawk-Eye*, Boston *Journal*, Birmingham *Age Herald*, El Paso *Times*, Richmond *Post-Dispatch*, Colorado Springs *Gazette*, Salt Lake *Tribune*, Baltimore *News*, Seattle *Post-Intelligencer*, and Sacramento *Union*. "We should not experiment further with the volunteer system in this time of national danger," urges the Sacramento paper.

Besides being championed by President Wilson and Secretary of War Baker, both avowed foes of militarism, the draft feature of the Army Bill is indorsed by former War-Secretaries William H. Taft, Luke E. Wright, Henry L. Stimson, and Jacob M. Dickinson. Mr. Stimson, fresh from a tour of Illinois, Michigan, Minnesota, Iowa, Nebraska, Kansas, and Missouri, reports his belief that the people in those States would cheerfully support conscription, altho it is in the Middle West that anticonscription sentiment is supposed to be strongest. In a statement published in the New York *World*, Mr. Taft says that the American people are coming to recognize the injustice of the volunteer system and are ready to support universal service as a permanent policy:

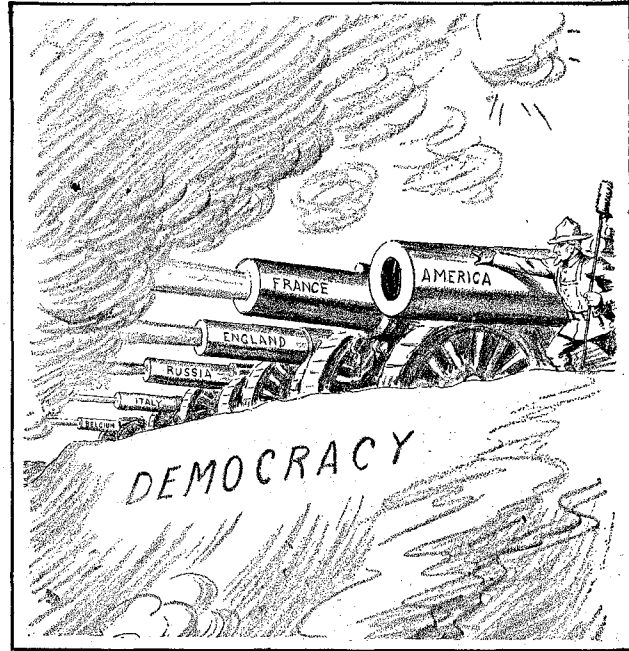
"Analysis of the real working of our volunteer system in the War of 1812, in the Civil War, and in the Spanish War, must reveal to every careful student the enormous waste of a volunteer system and its inherent injustice in the necessary sacrifice of the most patriotic by hurrying them in unprepared masses to wage the country's wars and subjecting them to unnecessary slaughter."

"A perusal of Major-General Upton's history of the military policy of the United States will satisfy any reasonable reader that the volunteer system is the least effective, the most unjust, and the most expensive system that can be adopted. The victories that have attended us in our years have not been due to that system, but have been in spite of it. Nevertheless, it has seemed to me in the past that so great was the popular feeling against conscription and in favor of the volunteer system that conscription was impossible."

"It gives me profound satisfaction to believe, however, from a recent discussion of it before audiences in many parts of the country, that the lessons of the European War, the experience of Great Britain, and the emergency in which this country now finds herself, have aroused the practical common sense of the American people and have led them to approve the compulsory service bill as best adapted to our immediate needs and to the requirements of the wise, permanent military policy."

PAYING FOR A PEOPLE'S WAR

SINCE OUR WAR against Germany is a "people's war," its costs should be met in a popular manner, we are told. Socialists and other radicals have been calling for a pay-as-you-enter war, financed entirely by taxation bearing most heavily upon the rich. Others, believing that posterity may fairly be called upon to bear part of the expense of a conflict for the establishment of democracy, would have the necessary



COMPLETING THE BATTERY.

—Harding in the Brooklyn Eagle.

bond issues offered in denominations as low as \$100, \$50, or even \$25, thus allowing thousands of people of small means to invest their savings to help carry on the war. Both suggestions seem to be bearing fruit in Washington, the correspondents report. The new taxation measures have not yet passed the stage of preliminary discussion, but excess profits and high incomes seem to figure large in the Congressional mind. A Bonding Bill, prepared under the direction of the Treasury Department, was introduced into the House of Representatives last week, with every prospect of early passage. This is to provide for a part of our war-expenses and for credit for our new Allies. The measure authorizes bond issues not exceeding five billion dollars, bearing not more than 3½ per cent. interest. The bonds are to be first offered "as a popular loan" under such regulations "as will give all citizens of the United States an opportunity to participate therein." From the proceeds of these bonds as much as three billion dollars may be used to purchase bonds of the Allies bearing the same rate of interest. For the payment of immediate expenses before the new taxes can be collected, two billion dollars may be borrowed by the Government on one-year Treasury certificates. Seven billion dollars seems a huge sum, but it is remembered that Secretary McAdoo has already asked Congress for \$3,502,558,629 for immediate war-needs, to which should be added a \$100,000,000 emergency war-fund to be spent by the President, "at his discretion." Two billion dollars of this, as the Secretary has explained, is to be covered by bond issues, the rest by the Treasury certificates, and eventually by the new forms of taxation still to be devised by the Ways and Means Committee of the House of Representatives. The heaviest part of this new burden of taxes, which some think may amount to as much as two billion dollars for our first year of war, is to fall upon wealthy men and large corporations, if the Democratic leaders have their way; at least, so the Washington correspondents report. First there is

the income tax. For the present, says the New York *Evening Sun's* correspondent,

"The plan is to exempt in the taxation of individuals all small incomes, below \$1,500 a year, but from that rate upward the scale of taxation will steadily increase until in the case of incomes in excess of \$100,000 the levy upon the excess becomes practically confiscatory."

"Confiscatory taxes" do not please *The Wall Street Journal*. It sees "something vicious" in "the proposal to impose all the burden of the income tax on what looks like large incomes to the politician." In the opinion of this financial authority—

"Far wiser and more patriotic would it be to reduce the minimum of exemption to a thousand dollars a year, and bring home the war to all the people.

"There should be stamp taxes and taxes on imported luxuries, with war-taxes on sugar, tea, and coffee. Bond issues and increased taxation should go hand in hand, for it is not right that the present generation should bear the whole burden of a conflict fought for the freedom of our children's children. For the present, Congress should act cautiously, conserving its resources for future demands, the magnitude of which can not be foreseen.

"Levies as sweeping as the British income tax, which in some cases takes more than half the income, are proposed here, at the outbreak of a war which will require continual financing during its progress, either through repeated sales of bonds or by new imposts upon the taxpayers. Politicians who can not see further than the end of their noses propose to start by killing the goose that lays the golden eggs."

But the idea of levying confiscatory taxes is peculiarly pleasing to such a representative of Socialist thought as the Milwaukee *Leader*, which says:

"It would not enable the capitalist to profit from the war without making a sacrifice in slight measure corresponding with the sacrifices made by the millions of poor men who will be called to serve in the ranks. For confiscatory taxes upon excessive incomes will entail no real sacrifice such as the soldier will be forced to make.

"From the very start confiscatory taxes should be levied. The conscription of wealth should begin at once.

"All personal incomes in excess of \$10,000 should be appropriated for public uses."

Some members of the Ways and Means Committee, according to a New York *Sun* dispatch, think that a billion a year can be raised by increased taxation without resorting to confiscation or a stamp tax. Their figures include:

"Reenacting 1915 emergency revenue taxes on brokers, theaters, etc., and perfumery and cosmetics, about \$11,000,000.

"Doubling taxes on excess profits, increasing to about 5 per cent. the normal tax on individual incomes, with heavy increases in surtaxes, and increasing inheritance taxes, approximately \$700,000,000.

"Lowering the minimum exemption of \$3,000 on incomes to \$2,000, or putting into effect a \$1,000 abatement without grading the normal tax down from the \$3,000 point, about \$10,000,000.

"Consumption taxes a pound of one cent on sugar, three cents on coffee, and ten cents on tea, about \$220,000,000.

"Increasing tax on beer from \$1.50 to \$2 a barrel, and on whisky from \$1.10 to \$1.50 a gallon, about \$50,000,000."

Close scrutiny, the same correspondent notes, is being given a list of suggestions submitted to the last Congress by Secretary McAdoo for taxes on interior combustion engines, oleomargarine, refined sugar, fermented liquor, candy, glucose, talking-machines and their records, copper, pig iron, and petroleum, distilled spirits, and denatured alcohol. Another interesting proposal is that the postal rates be raised. Its advocates are said to contend that no other revenue-raising device would reach so many persons and be objected to by so few. |

In explaining the Administration's finance program, Secretary McAdoo stressed the value of our loan to the Allies, and called upon the American public to subscribe as widely as possible to the forthcoming bond issues:

"Three billion dollars of the proposed issue of bonds should be used to supply credit to the Governments making common cause with us against Germany, to enable them to secure essential supplies in the United States and carry on the war with increased effect.

"The most serviceable thing we can do immediately for the common cause is to furnish credit to those foreign Governments who, in conjunction with us, are fighting Germany. This financial aid ought to be extended at the earliest possible moment. It will be trebly valuable and effective if extended now.

"The bonds of the United States will be offered as a great popular loan and the widest opportunity will be given to the public to subscribe and, by subscribing, to perform one of the most patriotic services that can be rendered to the country at this time.

"The wealth of the United States is so great, the investment resources of the country are so large, the strength of our banking situation is so phenomenal, and the patriotism of our people

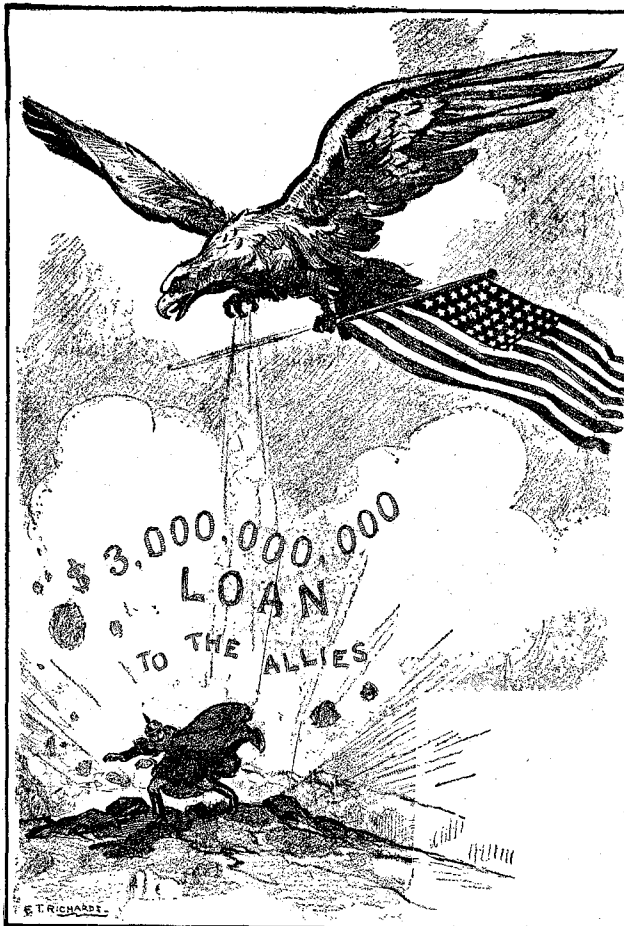
is so aroused, that I am confident that when the Government offers its bonds for public subscription the amount will be overwhelmingly subscribed."

The great loan to the Allies is looked upon by the Springfield *Republican* as "the first hard blow America can strike" in the war, while the bond issue, "a great popular loan," would afford "the first test of the loyalty of the people to the Government." The Baltimore *Sun* wants not only bonds in small denominations, but some method providing for payment in instalments:

"There are many persons with small incomes who would find it inconvenient to pay \$100 or more in cash, but who would be glad to subscribe to the bond issue if they could pay in monthly instalments of \$5 or so. And it is important that these citizens should be interested in the floating of the loans.

"Moreover, if people with small means are given a chance to invest in these securities, many will economize in order to do so; thrift will be encouraged, and that is a prime requirement in war-times. And once they have invested, the holders of these bonds will have an increased stake in the Government; they will observe the conduct of the war more closely; they will be less tolerant of extravagance and waste, more appreciative of economy and efficiency at Washington.

"Let this be a people's loan, to finance a people's war."



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DROPPING THE FIRST BOMB.

—Richards in the Philadelphia *North American*.

CASTING BREAD ACROSS THE WATERS

OUR GREATEST POSSIBLE CONTRIBUTION to the cause in which the nation is engaged, it is insisted both here and abroad, is food. "Bread bullets," we are told, "are going to win the war," and the United States has now become the world's "commissary department." At the same time we are preparing to take thousands of young men from the farms and to support them as soldiers. Then, with this great duty to perform for our Allies, and with thousands of our citizens thus made unproductive, we are told of an expected serious shortage in the all-important winter wheat-crop. In the face of this situation, a few papers like Mr. Hearst's *New York American* and the *Milwaukee Free Press* urge that our food-supplies be kept here, that we may provide for our own. But our press as a whole demand that we do our full duty by those we have joined in the war against Germany. This duty, the *Nashville Tennessean* insists, extends not only to our Allies in arms, but to "the suffering peoples of many lands." "People are starving in Belgium, in Servia, in Poland, in Armenia, in many quarters of the globe," and the United States "must meet" these calls. So we are almost daily urged to turn our serious attention to the double problem of producing more and consuming less.

Such slogans as Mr. Seton's "the hoe behind the flag" and Mrs. Heath's "every woman her own food-dictator" point out how the private citizen can do his share to meet the food crisis. Scores of suggestions have been made by agricultural experts, national, State, or local officials, and have been echoed and re-emphasized by the press. Volunteer organizations have been formed to cultivate unutilized soil, plans are being made to mobilize farm labor, questions of transportation and distribution are being given close attention. But the solution of our problem is not being left to private initiative. The National Defense Council has organized a Food Board, and Mr. Herbert C. Hoover, Chairman of the American Commission for Relief in Belgium, is to be its chairman. He is preparing for the task by instituting an investigation by Relief-Commission workers in France, England, and Italy, for, as he says, "Europe has been a vast experimental laboratory in this particular." Mr. Hoover's own conception of the crisis and the duty confronting us is outlined in a press statement, which we thus quote in part:

"The foremost duty of America toward her Allies in this war is to see that they are supplied with food. France, England, and Italy in ordinary times depended largely on Russia, Roumania, and Bulgaria for a large portion of their breadstuffs. With the isolation of these areas they were thrown wholly upon the western hemisphere. The bumper Western harvest of 1915 was able to carry the load without a strain, but the more normal, or in places short, harvest of 1916, coupled with the fact that our Allies are to-day giving their whole and able-bodied manhood to arms and the manufacture of munitions, has brought the whole Allied world face to face with a shortage of breadstuffs. From

the necessities of the case we can put but few soldiers in the field, but every spadeful of earth turned by our farmers, every seed we plant, every ounce of waste we eliminate, is just as much a contribution to the joint cause as that of a man in the trenches.

"We must increase our production by every device of our able farming community, with the stimulating advice and guidance our agricultural institutions can invent, but beyond this we must stop waste in every scrap of foodstuff. We must even be prepared to deprive ourselves if necessary, in order that our Allies may be supported. They have eliminated waste and are depriving themselves to-day, and it is not less our duty than theirs.

"If America will only eliminate waste and extravagance in food it will go far to help the whole problem. . . . Much can be done by the substitution of the more abundant commodities for those that our Allies need most. For instance, every person in America who eats corn bread instead of wheat bread helps in the present wheat shortage, for the English people have never learned how and have not the equipment to make corn bread, because they do not bake in the household at all, and corn bread can not be served from the baker. . . .

"The war probably will last another year, and from the present outlook of the world's food-supply we shall have all we can do, by the utmost elimination of waste and the utmost stimulation of production, to carry our Allies through with their full fighting stamina."

Since the Allies depend so largely upon American supplies and since Argentina has placed an embargo upon wheat exports, the condition of our winter wheat crop—about two-thirds of our total wheat production—is a vital question, Washington correspondents point out. And the Department of Agriculture announces the condition of the crop on April 1 to be the poorest ever recorded, predicting, despite

the increased acreage, a yield of but 430,000,000 bushels, a slump of 50,000,000 below last year's output and 244,000,000 below the record crop of 1915. This is apparently our part of a world-wide crop condition, for Mr. David Lubin, American representative at the Rome International Institute of Agriculture, says: "For the first time in many years there exists a deficit in the supply of corn, wheat, rye, barley, and oats, estimated at a total of 150,000,000 bushels less than the normal requirements for countries open to trade."

Thus, editors comment, "the world is threatened with starvation." As the *New York Journal of Commerce* puts it:

"The outstanding fact in the economic world to-day is the serious shortage of food. In some countries this has appeared as an actual insufficiency evidenced in inability to get adequate supplies, and hence in underfeeding. Elsewhere it shows itself in the form of exaggerated prices, and that is the symptom most noticeable in the United States. . . .

"The nation must, as nearly all now fortunately admit, make due and proper provision for its own protection, and for suitable participation in the contest. How to make this necessity square with the predominating economic duty of maintaining, so far as possible, the constantly declining food-supply is the difficult problem by which those in charge of the nation's affairs are confronted and must endeavor to solve."

Mr. Hoover emphasized, as quoted above, the need for

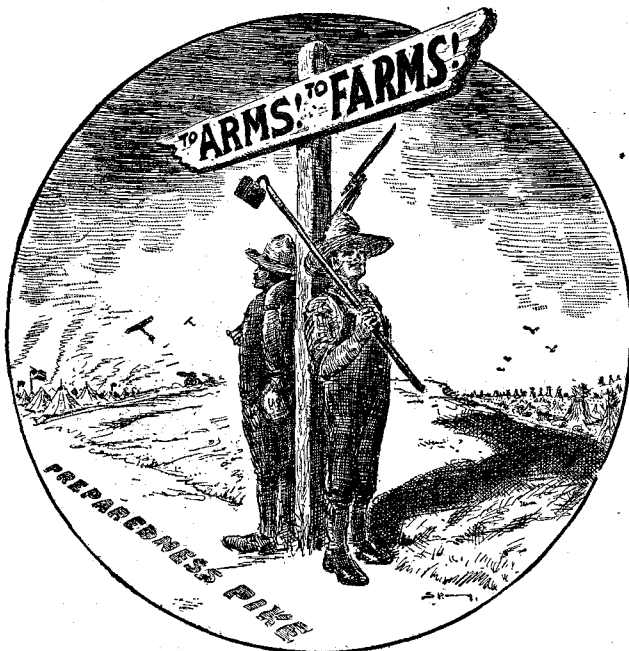


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THE SECOND-LINE TRENCHES.

—McCay in the *New York American*.

economy in the use of food. Conservative estimates, according to the *Chicago Daily News*, indicate that we "now throw away \$700,000,000 worth of food each year through stupidity or ignorance in the home," and "this estimate takes no account of the very great losses due to improper handling of foodstuffs or to inefficient marketing methods."



FORWARD—MARCH!

—Spang in the *Montgomery Advertiser*.

To increase our food-supply, the first appeal is naturally made to the farmer. "The farmer or the farmer's son who increases his farm's productiveness by rushing his work for his crops now, the farm-worker who stretches his hours of labor and speeds up his plow and harrow, is rendering just as notable a service, and probably a more effective one, than the man on the battle-field or the soldier in the ranks." This sentence from the *Newark Star-Eagle* is but one instance of the many calls to the farmer to save the day. But, says the *New York Evening World*, "if the Government expects the farmer to assure the nation's war-strength by producing record crops this year," it must do something for him; "it must provide him with farm-labor." Even before war's call for men, the farmer, we are reminded, had difficulty in getting help. The *Columbus Ohio State Journal* suggests that the Government see that the unemployed are "put to work plowing corn or hoeing potatoes." Governors, mayors, and public-service commissions are asked to postpone the less urgent public improvements to release laborers for the farms. *Farm, Stock, and Home*, an agricultural journal, of Minneapolis, has been urging "a war-labor reserve, organized upon military lines," formed for the purpose of assuring the country under any conditions "the seeding, harvesting, and handling in the most efficient manner the largest possible crops we can raise." A conference of agricultural experts meeting in St. Louis last week favored a mobilization of men to increase food-production. It was suggested that the Army conscription plan "be broadened to utilize for agricultural labor, manufacture of munitions, or other national service—first, men beyond military age; second, men of military age but not accepted for active service; and third, boys under age." Other recommendations included:

"The production of a normal cotton crop by intensive cultivation rather than by increasing the acreage; increasing corn acreage and substituting sorghum crops in districts where wheat has been killed; increasing areas planted to navy beans, Mexican and Tepary beans, buckwheat, barley, oats, potatoes, sweet potatoes, and peanuts; formation of boys' and girls' clubs

for the purpose of encouraging gardening; the establishment of municipal drying and canning establishments; increase in the animal products and enlargement of the milk production one-fourth by intelligent feeding, and doubling poultry production within a year by careful feeding methods."

The utilization of idle lands has been taken up by public and private agencies. The National Emergency Food Garden Commission tells through its president how "the mayors of over two hundred towns and cities have already issued proclamations, or statements, urging the people to plant vegetable food-gardens in back lots, front lots, and vacant lots." Railroads have offered the use of land along their rights-of-way. The Boy Scouts are cultivating home gardens, and have a slogan: "Every Scout to feed a soldier." The boys and girls of the Woodcraft League are forming potato clubs, with "the hoe behind the flag" as their rallying-cry. Mr. Marsden G. Scott, president of the International Typographical Union, calls upon everybody to join the "Plant-an-Acre Army." The cultivation of city parks and golf courses is even being advocated, tho the conservative dailies frown upon such suggestions, calling attention to the vast spaces of unused arable land.

A campaign for planting more food-crops in the South is being carried on by the papers and Chambers of Commerce. Despite the jump in the price of cotton, Southern farmers are advised by the *Nashville Banner* that "a moderate cotton crop will place this section on a ground entirely safe with the prospect of abnormal profit." By growing food-crops, says the *New Orleans Item*, the South will prove its claim to being the "Bread-basket of America," a slogan "which is ironical so long as this section is buying more food than it raises." The *Macon Telegraph* pleads: "Plant food crops everywhere—even in the flower-beds, if necessary, to do your part."

An interesting group of suggestions relate to the substitution of cheaper for more expensive food-stuffs. The virtues of corn, rice, sweet potatoes, peanuts, and even seaweed are loudly



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TIGHTENING HIS GRIP.

—Brinkerhoff in the *New York Evening Mail*.

urged. Several papers call upon the millers to include more of the wheat kernel in the standard flours.

Mr. James A. Patten, famous as a wheat speculator, has advocated the prohibition of speculative trade. J. Ogden Armour, beef-packer, favors "Government supervision and control of food-production and food prices." The price-control suggestion meets with considerable newspaper approval.



CURFEW SHALL NOT RING TO-NIGHT!

—Seibel in the Albany Knickerbocker Press.



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PAUL REVERSE.

—Brinkerhoff in the South Bend Tribune.

PACIFIST ACTIVITIES AS CARTOONISTS SEE THEM.

GERMAN PLOTS AMONG NEGROES

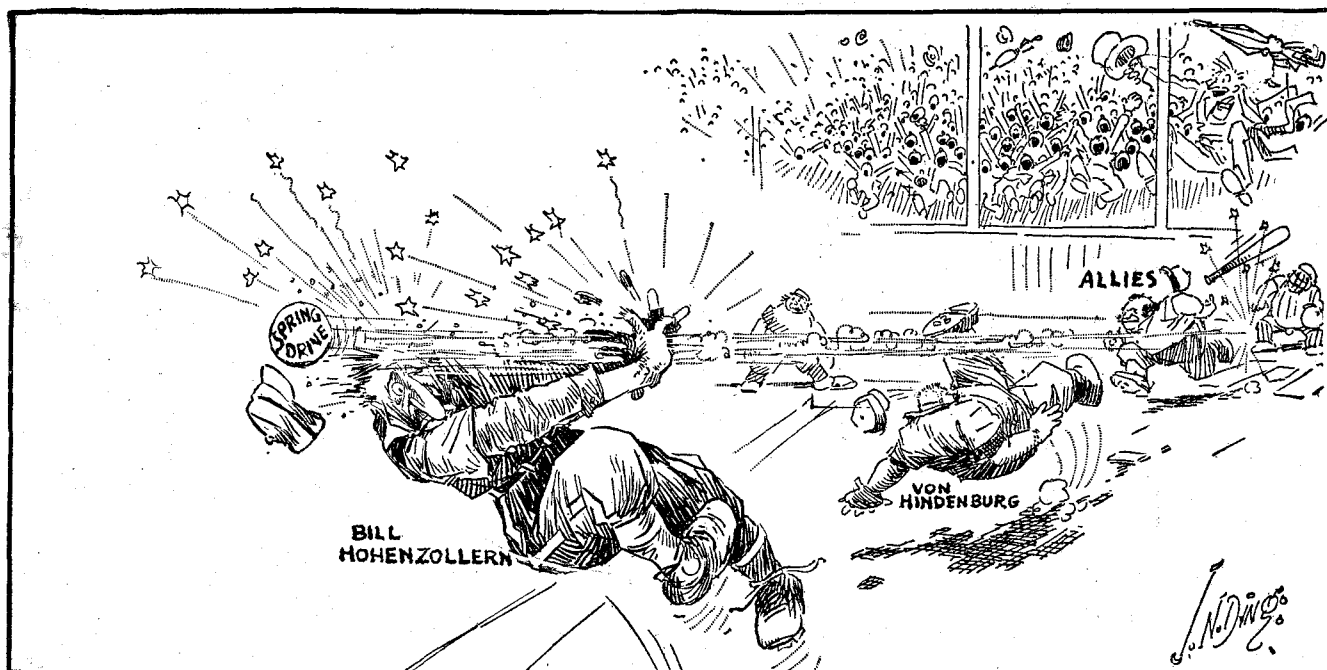
THE BRILLIANT SPANISH PLAN OF 1898 to re-awaken the Confederacy and overpower the Government at Washington is now matched by the German effort to set the country ablaze with a negro insurrection. The chief thing about the plot that strikes our newspaper editors is its absurdity. They express unhesitating confidence in the loyalty of the American negro. The first intimation of this propaganda came from Birmingham, where local Federal agents say that in Alabama, Georgia, and the Carolinas, one plan of the conspirators seemingly was to induce negroes to migrate to Mexico, but the intrigues apparently met with little sympathy, for the negroes have pledged themselves in large numbers to render the country whatever service they can. Mr. Robert R. Moton, successor of the late Booker T. Washington as Principal of the Tuskegee Institute, is quoted by a correspondent of the New York Tribune as saying that German efforts in the South to create disaffection among the negroes can achieve but little, for those who are misled number only a few malcontents who have the universal condemnation of all thinking negroes. The negro race is ready to deal swiftly and sternly with any form of disloyalty, according to this authority, who adds:

"This is our country and it is our flag. We are one people, black and white, North and South. Internal misunderstandings are wholly domestic matters; but when a foreign nation insults the American flag and kills our citizens, white or black, that is entirely a different matter. The negro is patient and forgiving, but a brave and loyal fighter. This he has demonstrated in every war since 1776."

Among the negro press we find *The Guardian* (Boston) discrediting the various accounts of German plotting and giving as a convincing reason for judging the whole story to be false the "far-fetched folly of hoping for success in such an undertaking." Colored people are not given to Utopian schemes, such as that Germany should come over to America and conquer the United States and that colored people should receive the State of Texas as "a black republic," this journal maintains, and adds that "it is contrary to the mental and physical make-up of colored Americans seriously to undertake that which is beyond hope of accomplishing." However, *The Guardian* and

other negro journals take advantage of the occasion to protest against the treatment they receive in the land of their birth where they are "in revolt against Jim Crowism, disfranchisement, and lynching," tho this they blame not on the Government, but on the Wilson Administration. Nevertheless, *The Negro Age* says the negro must fight even if there can be no sense of patriotism, for "his position demands that he should claim and seek to exercise every right of American citizenship, even the right to fight for the country; which, after all, is one of the fundamental rights of citizenship." The *Richmond Planet* believes that "so far as colored folks are concerned, the war will prove to be a God-sent blessing," for white men who have looked upon them with disdain will regard them with smiling favor when they muster to take their places on the firing-line. This journal reminds us that negroes have been designated to guard the White House and the Capitol, and predicts that they will soon be in demand to cross the water, for the black man "will do as he always has done—prove loyal to the flag."

German agents are probably stupid enough to fancy that there is hope for their cause among the negroes of the South, observes the *Montgomery Advertiser*, for they have shown for nearly three years that they believe anything they desire will come to pass, but the South knows how absurd is their effort. This journal admits that a few criminal negroes might be engaged to commit offenses against the whites, but the average negro would patiently hear the appeal of a "German spy" and immediately repeat the full conversation, with embellishments, to his white friends. The *Macon Telegraph* believes that the German agents may be successful in "planting fruitful seeds of seditious trouble among that small percentage of Southern negroes who, poisoned by too much foolish exploitation by well-meaning philanthropists in the North and East, have come to feel that the negro's destiny in the South is best to be served by the overthrow in some fashion or other of peculiarly Southern institutions." But the great run of blacks in the South know better than that, says *The Telegraph*, which informs us that reports from Mobile and New Orleans show that the great majority of the negroes are refusing to pay any attention to efforts to organize them for trouble-making when the war gets into its full swing. However, "doubtless there are enough of them lending a willing ear to call for prompt and severe treatment."



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THE SEASON HAS OPENED AUSPICIOUSLY ABROAD, TOO.

—Darling in the New York Tribune.

BRITAIN'S VICTORY AT ARRAS

BRITAIN'S BEST MILITARY FEAT in the war, scientifically considered, is the battle of Arras, which represents not only the most successful British operation thus far, but "one of the most successful attacks in the history of trench-warfare." This is the verdict of the New York Tribune's military critic, Mr. Frank H. Simonds, on the offensive in which Canadian troops achieved imperishable fame by taking Vimy Ridge and removing, as a New York Times war correspondent puts it, "the great barrier for which the French and British fought through bloody years." Mr. Simonds points out that in twenty-four hours the British forced their way through one of the strongest fortified German positions and in some places penetrated the whole system of defenses which extended back for four miles. Hitherto, the most successful British attack, we are told, was at Beaumont Hamel, last fall, when they advanced two miles in a sudden push and took nearly 6,000 prisoners. In Mr. Simonds's opinion, the fact that stands out before all others in the new offensive is the success of the British in coordinating their artillery and infantry branches, and he reminds us that in the first days of the battle of the Somme they lost many of their men by their own guns, and many more thousands because their artillery preparation was insufficient.

Only second in interest to this critic is "the obvious breakdown in German morale," and he tells us that not until the last attack of the French at Verdun had there been disclosed any such readiness on the Germans' part to surrender. An officer who participated in that battle is his authority for saying that for the first time German machine-gunners, picked men, "surrendered before the wave of attack reached their guns." In fact, the French were taken by surprise when the Germans began to surrender in masses, and, it seems,

"The same thing has happened in the battle of Arras. The Germans say that they had only two divisions on the front attacked. Accepting this, they had a little more than 30,000 men in line—certainly not over 35,000—and more than 11,000 surrendered—a full third. As the casualties could not have been less, it is clear that the two divisions were practically destroyed."

Mr. Simonds draws a comparison between the battle of Arras and the last of the French offenses at Verdun. In the latter case, the French attacked on a front of seven miles, penetrated the German lines for a little less than three, and took something more than 11,000 prisoners and more than 100 guns. Judged

by this standard, it will be seen that the British in their attack east of Arras captured about the same number of guns and prisoners on a front of twelve miles as against seven, but "advanced something like twice the distance that the French did." At Verdun, however, we are reminded, the French operation was a local attack for the purpose of cleaning the country about Fort Douaumont and enabling the construction of defensive works north of this position. There was no intention of piercing the German lines, and, altho the German lines were broken and a much greater advance might have been made, the French "were not in force to turn to advantage what was obviously a greater success than they had expected," But,

"On the other hand, the British, attacking with no limited object but to smash through twelve miles of the German front, were more successful than any other Allied Army on the Western front during the war. At Neuve Chapelle, two years ago, they gained rather less than a mile on a front of two or three. At Loos they gained perhaps two or three miles on a front of seven or eight. The French in their great attack at Champagne nowhere advanced more than two miles on a front of fifteen miles. In the first days of the battle of the Somme the British advance was less than two miles, and it was not until September—that is, three months after the battle opened—that the British had made as much ground as they have now made about Arras. The French attack at the Somme was more immediately successful, and gained perhaps four miles."

The final conclusion of this critic on the battle of Arras is that it demonstrates the fact that the British Army has "arrived," that the British soldier is a match for the German conscript, and that the machine that Britain has created is "a menace to the German Army, a greater menace than any German officer ever imagined could come out of England. Arras is now the measure of the new British Army."

German opinion of the battle of Arras is a masterpiece of explanation that recalls the feat of extracting sunshine from cucumbers. Because the British advance at his farthest was only five kilometers deep, remarks the *Kölnische Zeitung*, the attempt was "a failure," and the *Frankfurter Zeitung* tells us that German headquarters doubtless reckoned on this battle, and "perhaps it is not too bold to say that it lay direct in the plan of the German chief of command." The military expert of the Berlin *Vossische Zeitung* considers that the battle of Arras will prove the decisive battle of the war, and adds that the course the operations have taken was not desired by the hostile command.

FORMING THE ALL-AMERICA WAR-GROUP

GERMANY IS FAST BECOMING a country without a friend in the world, various editorial observers remark as they note the entrance into the war of Cuba, Panama, and perhaps Brazil. But these new enemies merely prove to the German press the weakness of the Allies. Indeed, says the semiofficial *Kölnische Zeitung*, "the Entente is becoming such a monstrosity that its hollowness must soon be apparent; further accretions can only be regarded as a tribute to Germany's gigantic strength." To our own press, however, the action of these countries indicates an alinement of the peoples of the western hemisphere, which, according to the *Newark Evening News*, is "the test of American solidarity and of the solidarity of the world's democracies." Buenos Aires dispatches inform us that the Argentine Government on April 10, the day Brazil decided to sever relations with Germany, issued a declaration that, while maintaining neutrality, it supports the position of the United States in reference to Germany. The one questionable factor in the problem is Mexico, which must remain neutral, for should it decide to join Germany, as the *St. Louis Globe Democrat* puts it, the United States would merely be obliged to accomplish speedily "a long-deferred task." As to the material aid Cuba can give us, the *New York Evening Post* remarks that there are few weapons of war in her hand, but she holds them out to us "in a beautiful gesture." On the other hand, the *Providence Journal* thinks that the mighty Allied Powers will not undervalue the contribution Cuba can make to the common cause, for her ports will be open to their ships and her resources of food-supplies will be at their command without raising any troublesome questions of neutrality. What is more, none of the bases of the great nations in the Caribbean can provide a naval base superior to Cuba, and while in size and military resources Cuba may seem to be only a pawn, in fact, the aid she can give to the United States and the Entente Powers is likely to prove very substantial. The motive for Cuba's decision is revealed in the message of President Menocal to the Cuban Congress, asking a declaration of war, in which he said, in part:

"The Republic of Cuba must not remain indifferent to such great violations of the rights of peoples, violations which at any time may be realized at the cost of lives or of interests, as has already happened, of its own citizens, nor can it in any manner worthily or decorously hold itself aloof or apart from the noble and valiant attitude assumed by the United States, to which nation we are united by sacred bonds of gratitude and brotherhood, together with explicit and implicit obligations of treaty."

In signing Panama's war-proclamation, Dr. Ramon Valdez, President of the Republic, is quoted as declaring that "it is the duty of the Panaman people to cooperate with all the energies and resources they can command for the protection of the Canal and to safeguard national territory."

The *New York Sun* calls attention to the fact that Brazil has been forced into the war with Germany for the same reason as the United States, namely, that her rights have been invaded, her ships have been attacked, and her citizens have been murdered. We are told further that Brazil has been patient and restrained despite the Portuguese influence, and "in the face of a propaganda in behalf of Germany in every detail similar to that which has afflicted this country." The *New York Globe* gives an additional cause for Brazil's war-necessity in the open way in which it has been advertised that Brazil was to be dismembered to advance German nationalism, and in the preliminary work that has been done to lay a foundation for the Empire. The project was openly outlined by pan-Germans in German books as far back as 1895, we are told, and maps were printed showing southern Brazil, Uruguay, Argentina, Chile, Paraguay, and the southern part of Bolivia "German in the not distant future." The budget of the German Empire has included an annual item of 500,000 marks for the support of German schools in Brazil, and we are further reminded that the Brazilian States of Paraná, Santa Catharina, and Rio Grande do Sul have a German population of nearly half a million, "many of whom are openly German citizens and an unknown number secretly so," wherefore, *The Globe* concludes, "a little Germany is actually in being, and the remainder of Brazil has reasons for alarm."

TOPICS IN BRIEF

PACIFISTS wishing to argue with Senator Lodge are recommended to use the telephone.—*Indianapolis Star*.

WELL, anyway, we captured ninety-six ships in one day and didn't kill anybody doing it.—*New York Morning Telegraph*.

THERE was no great shock in the first plunge, but there is a long, difficult, and dangerous swim ahead.—*Chicago Daily News*.

DANIELS has denied Rear-Admiral Fiske the privilege of making a speech. Too bad Bryan and La Follette aren't in the regular Army.—*Milwaukee Sentinel*.

OUR idea of a really sarcastic gentleman is the editor of the *Cologne Volks Zeitung*, who says that Germany is fighting for the freedom of the world.—*Boston Transcript*.

HENRY FORD might be justified in entering a libel suit against that New Jersey judge who convicted a man of petty larceny for stealing sixteen Ford cars.—*Nashville Southern Lumberman*.

ONE reason the pacifists are so earnestly opposed to war is that they now realize they are in large part responsible for its coming.—*Philadelphia North American*.

THE United Brotherhood of Carpenters and Joiners have offered their services to the Government, but what Washington needs is a good cabinet-maker.—*Boston Transcript*.

WHAT's the matter with the German publicists? Here we have been in the war for three days, and they haven't yet demonstrated that America started the whole thing.—*Philadelphia North American*.

OPPONENTS of a "no-separate-peace" pact think America should be free to stop fighting any time it wants, but that the British Navy must continue to act as our first line of defense.—*Philadelphia North American*.

THE seed of liberty planted in Cuba in '98 is bearing full fruit.—*Boston Transcript*.

A RETREAT that is really a victory is that of the Russian political convicts from Siberia.—*Baltimore American*.

PERHAPS Germany has been deceived by those cartoons of Uncle Sam as a fat old gentleman.—*Kansas City Star*.

CONGRESSMAN KITCHIN is opposed to punishing murderers unless the man who blockades a sidewalk is treated with equal severity.—*Philadelphia North American*.

SOME hyphens just can't get it into their heads that America, in making war on Germany, will not be guided by the advice of those who want to see Germany win.—*Philadelphia North American*.

THOSE Berlin editors who are so shocked at Mr. Wilson's "impatience to go to war" must regard Job as a monumental example of impetuous youth.—*Nashville Southern Lumberman*.

THE San Antonio *Light* forecasts a bumper watermelon crop, and in another column tells of a negro exodus North. Something wrong somewhere.—*Boston Transcript*.

ANOTHER evidence of the average American's dislike for war is the refusal of men to enlist in the Guard unless they can be assured of a fight.—*Philadelphia North American*.

If there are as many Germans engaged in spying over here as some of the timid newspapers would have us believe, it ought not to take the Allies long to defeat what few are left in Europe.—*Macon Telegraph*.

HAVE you noticed that the cover on this week's issue of the well-known periodical founded by B. Franklin bears a picture of an infant, and under it the words, "More than two million a week"? Let Germany beware!—*Boston Transcript*.



THE LAST STAND.

—May in the *Toledo Blade*.

FOREIGN - COMMENT

MORAL CLIMAX OF THE WAR

A THRILLING CHANGE has come over the moral aspect of the war with the Russian revolution and the entrance of the Republic whose wars have always championed the cause of freedom. It resembles the new impulse that fired the North when the Emancipation Proclamation was issued. The merest glance at the press comment of the Allied and neutral lands reveals the fact that President Wilson's message has gone out like a mighty trumpet-blast calling the world to join the battle for liberty against autocracy. No one has expressed it better than Mr. Lloyd George. "The American people held back," he says, "until they were fully convinced that the fight was not a sordid scrimmage for power and possessions, but an unselfish struggle to overthrow a sinister conspiracy against human liberty and human rights." And then, he adds:

"Once that conviction was reached the great Republic of the West has leapt into the arena, and she stands now side by side with the European democracies, which, bruised and bleeding after three years of grim conflict, are still fighting the most savage foe that ever menaced the freedom of the world."

"The triumph of liberty, the victory of democracy, and the freedom of mankind are assured by America's entry into the war," says the Paris *Victoire*. The fact that America does not seek and will not accept any territorial aggrandizement as the result of victory, and that she goes to war purely as the vindicator of the rights of man excites general admiration. As the *Petit Parisien* puts it:

"America enters the struggle not in order to satisfy territorial appetite, but to defend the rights of humanity. Her recognized and positive disinterestedness accentuates and makes clear the character of the war which all the democracies henceforth associated are making upon imperialism and despotism."

The same thought dominated the speech of Alexandre Ribot, the French Premier, in the Chamber of Deputies, when he welcomed the United States to the ranks of the Entente. According to the Paris *Matin*, he said:

"The advent of the most pacific democracy in the world into the war on our side is a historic fact without equal. After having done everything to demonstrate to us its attachment to peace, the great American nation solemnly declares it can not remain neutral in this great conflict between right and violence, between civilization and barbarism."

"The nobility and grandeur of this action are heightened by the simplicity and sublimity of language with which this purpose is expressed by the illustrious head of this great democracy. If the world had the slightest doubt as to the profound meaning of the war the message of the President of the United States would forever dissipate all obscurity."

The moral value of American participation is emphasized by Mr. Stephen Pichon, a former Foreign Minister of France, in the influential Paris *Petit Journal*:

"To those who are striving to rid Europe of the leprosy which is gnawing it and threatens to spread through the whole world, the United States brings an invincible force—that of its credit, its industrial and commercial resources, and its fleet. In addition it brings a moral power greater than all these. The wild beasts who are sowing death and destruction in our occupied territories may still do much damage, but from now on their days are numbered."

Ex-Premier Asquith states that the United States fights "not for vindictiveness, but for vindication—the vindication of those human rights which are the common interest and the natural bond of the whole family of civilized societies." And he proceeds:

"There is not a man among us who does not breathe more freely now that he knows that, through the action of the President and Congress of the United States, the whole English-speaking race is to fight as comrades side by side in the most momentous struggle in history. The President's speech will live in the annals of eloquence as a worthy and noble exposition of the grounds and the aims of a great national resolve."

"We have never presumed to dictate or even to suggest to our kinsmen in the United States what their course should be; we have in our heart of hearts longed that the time might come when their strength would be joined with ours in a struggle so consonant to all that is best in our common instincts and traditions."

That day has now dawned, and we believe that its sun shall not set until the two great English-speaking democracies can rejoice together, as fellow workers and fellow combatants, over the triumph of freedom and of right."

In Russia, too, our disinterestedness is acclaimed. The Petrograd *Birzheviya Vedemosti* writes:

"The United States in proceeding against Germany has no aims of conquest, annexation, or imperialism. The intervention of the United States is to the fullest extent democratic opposition to German militant imperialism. There is an inevitable analogy between the position of the United States and the position taken by the Russian democracy. Against Germany now are all the great democracies of the world."

"Thanks to the intervention of the United States," says the Petrograd *Russkaya Volia*, "the war has become definitely a struggle of democracy against feudal monarchism," while the *Ryetch* remarks:

"The most important feature of the development in Washington is the profound moral significance of the entry of the United States into the war. The issue between the Entente and



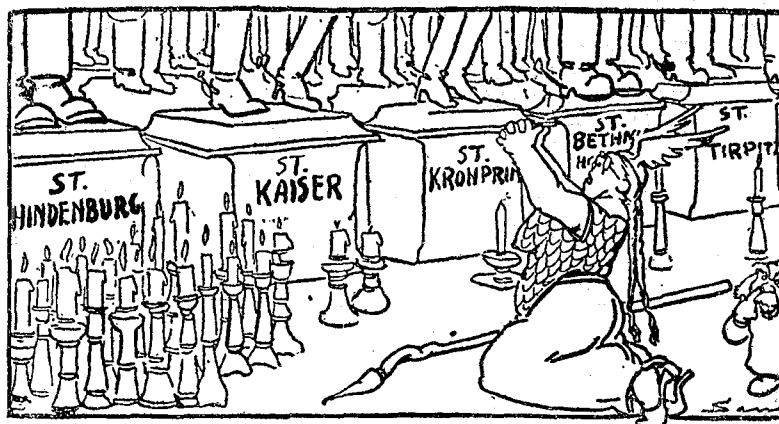
AMERICA ACTS.

KAISER (to America)—"Perhaps it was right to dissemble your love; But why did you kick me down-stairs?"

—Punch (London).

Germany is now clearly a struggle for the rights of the nations. The entry of our new ally is an enormous moral gain, independent of its great military significance."

Turning to the neutral countries, we find almost unanimous approval for the step we have taken. The Madrid *Diario Universal* thinks that our entrance will shorten the war, while



MORE SAINTS THAN SALVATION.

—Numero (Turin).

"the moral weight will be felt by every country in the world." The *Journal de Genève* writes:

"It is not only for its individual rights, it is for entire humanity that America draws the sword.

"Far from the battle-fields of Europe, divided in its judgments concerning the causes of the war, interested in keeping peace as a nation which counts more than 15,000,000 hyphenates among its members, exploited more than any other neutral nation by German propaganda, and hostile to all militarism, America would certainly have not drawn the sword if the public conscience had not been outraged by an accumulation of horrible acts, culminating in the systematic devastation of French provinces. Will the German people understand the meaning of the American flag flying over European battle-fields?"

Holland is admiring but nervous about her own position, and this anxiety is reflected in the comments of the Hague *Vaderland*, a journal of somewhat pro-German tendencies. It says:

"So far as Holland is concerned, it is quite certain that her position has grown worse. In the struggle between Germany and England we lie between the hammer and the anvil, but now comes a heavier hammer, that of America. We can not foretell the results for our country. That we shall be still more oppressed goes without saying. If America follows the same lines as England with regard to exports from America, then our rations will diminish still more and our communications, already reduced to a minimum, become almost illusory."

The Amsterdam *Handelsblad*, perhaps the premier organ of Holland, considers that—

"The entrance of America into the war must destroy all hopes of complete victory with booty or the changing of frontiers—should any such hope still be entertained by responsible people. We are inclined to believe that the hopes of the submarine campaign are no longer very great. Germany and Austria will be more than ever willing to talk about peace. But what leads us to hope for a shortening of the war is the entrance of America. The Republic, as one man, with President Wilson at its head, whose humanitarian and peace-loving ideals are so honestly meant—the Republic which does not want a conquest of Cuba—will ever cooperate in a peace which does not want the conquered party in the dust. And it will not tolerate that a reasonable and fair peace-proposal be rejected."

The *Osservatore Romano*, the official organ of the Vatican, remarks:

"The man who last December championed peace to-day champions a vaster war and is leading the New World to participation in the horrors of the greatest human butchery ever witnessed by the Old World."

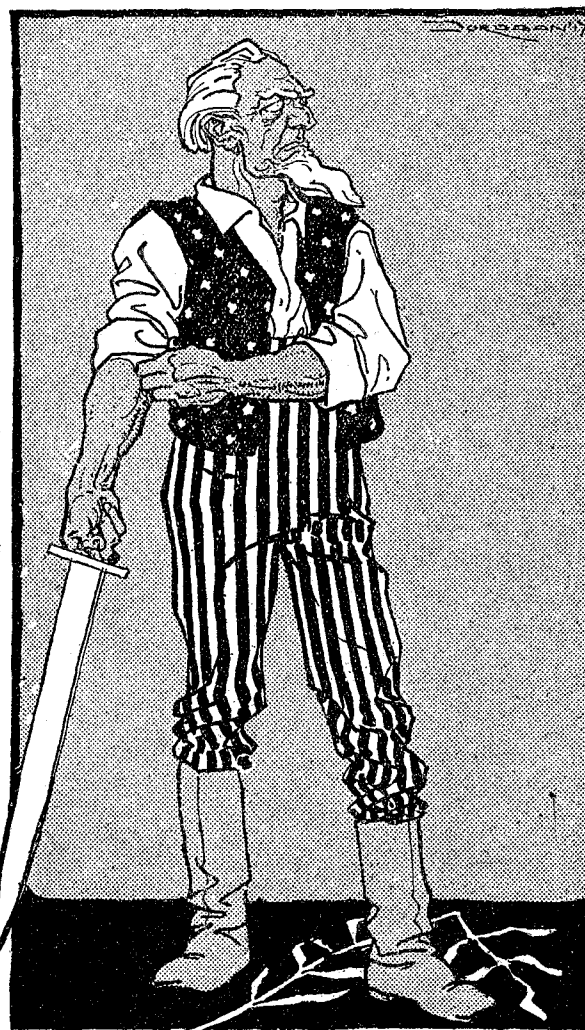
FRETFUL GERMANY

DISTINCT ANNOYANCE with President Wilson seems to afflict the German editors, and, indeed, the frankly abusive tone adopted by the majority of the papers in the Fatherland shows how deeply the national pride has been wounded by the President's indictment of the German Government in his message to Congress. The *Hamburger Fremdenblatt*, in a slightly uncomplimentary leading article, describes the message as "opening in untruth, continuing in hypocrisy, and ending in blasphemy," while the *Berlin Morgen Post* peevishly remarks:

"Just as the whole policy of this professor was insincere, insidious, and malicious from the beginning, so also was this speech with which he tried and succeeded in plunging his people into war."

Perhaps no part of the President's message has caused greater annoyance to the German press than that careful differentiation between America's hostility to the German Government as distinct from the German people. The journals protest that Government and people are wholly at one and view motives and policies from the same standpoint. The semiofficial *Berlin Lokal Anzeiger* says:

"It is impossible that the ruler of a nation who has at his disposal the reports of his Ambassador and numerous other sources of information regarding the events of the early part of August, 1914, in Berlin, should really believe that this war was not begun with the assent of the German people. If he ever read the report of the Reichstag session of August 4, he must know that his contention is untrue. If he upholds it, despite



A DUTCH VIEW-POINT.

UNCLE SAM—"You prefer this kind of intervention? All right!"

—De Amsterdammer.

his better knowledge, he only does it to prove by an untruth his untenable theory of the only true and gratifying democracy, and his whole cardboard house of artificial evidence miserably collapses by which he seeks to prove to Congress the justification and honesty of his policy and the noble spirit of his attitude.

"This Anglo-Saxon fanatic and his kindred souls hate not the German Government alone, but also the German race."

The Berlin *Vossische Zeitung* says of the President that—

"His attempt to set up a difference between the German Government and the German people is as perfidious and absurd



A SWISS PRO-GERMAN VIEW.

WILSON—"Hang it all, I don't cut much figure in this costume either."
—Nebelspalter (Zurich).

as his claim that the German Kaiser started the war for dynastic reasons and that the German war-party sponsored it for conquest. This is contrary to President Wilson's own knowledge and merely for the purposes of agitation, obviously in line with his British principles."

The *Hannoversche Courier* is inclined to doubt the President's veracity, and even goes so far as to suggest a similar thought to its readers by heading its editorial "Wilson Lies," and it remarks that the President "concealed his wolf nature in a sheep's clothing of peace," and proceeds:

"We never have estimated Wilson highly as a moral pattern. His acts and notes always breathed so much hypocrisy and love of misrepresentation that it was not difficult to recognize his spiritual kinship to Great Britain. The unrestricted U-boat warfare came very conveniently as a pretext to declare war.

"We have no quarrel with the German people, says liar Wilson, who has hundreds of thousands of dead German soldiers on his bomb-proof conscience, and words his declaration of war as if he would only take the field against the German Government. That is alike dishonorable, impudent, and stupid."

That semiofficial and well-informed organ, the *Kölnische Zeitung*, heaves a sigh of relief, for it finds Columbia more charming as an enemy than as a neutral, tho it is evident that the Rhenish organ does not admire her much in either rôle:

"President Wilson in his address to Congress had the audacity to draw a distinction between the German Government and the German people. The German people indignantly reject this artifice. All classes of Germans stand behind the Government, which, after long hesitation, resolved on unrestricted submarine

war, and the German people will feel relieved that they can now treat an enemy as an enemy."

Passing on to discuss the practical results of America's entry into the war, the *Kölnische Zeitung* thinks us less dangerous as an open enemy than as a neutral, and it expects no results because, as it contemptuously remarks, "the American Army is not sufficient even to defeat Mexico." It proceeds:

"America, paradoxical tho it may seem, has been hitherto a more dangerous adversary than, say, Italy, because of her munitions-supplies to the Entente. Now that America has become an open enemy the danger must decrease steadily, owing to the intensified operations of our submarines. The American declaration of war is nothing but a gigantic bluff designed to save the sinking British friend and the billions with which the Entente horse has been backed."

The organ of the Krupp firm, the Essen *Rheinisch-Westfälische Zeitung*, thinks the war will be over before our troops could appear on the scene, tho if we should arrive in time a cordial welcome is assured us:

"Fresh ship-loads of ammunition will now go toward England, but our submarines bar the way. New American gold will be thrown into the scales, but we counter with a war-loan. Let Americans come to the Western front. We shall be glad to meet them. An army of millions can not be brought out of the ground as from a stamping-press, and long before the American Army is ready the war will be ended. The American fleet can not perform what the so-called ocean-dominating British fleet is unable to achieve. Our submarines continue to hold England by the throat."

The *Frankfurter Zeitung* does not expect grave results from the intervention of so unwarlike and uncultured a people:

"War with the United States does not frighten us, because it brings nothing not foreseen by the leaders of the German nation. We are confident that the full extent of the damage America can inflict on us has been calculated in detail.

"The American people, neither mentally nor militarily, are equipped for the big war to the extent England is. What American help can be given will grow with every month the war is prolonged, but the Entente will not be able to wait too long. Besides, the energy with which America would act is qualified by the degree of warlikeness of her own people."

One influential paper, however, takes the matter seriously, and that is the *Berliner Tageblatt*, which states:

"In opposition to those elements in Germany who intoxicate themselves and others with large words, we take the American war-announcement in exceeding earnest. It is not a trifle if America is now added to our long list of enemies. The German people are confident of victory, and we are confident that the American people, either during the war or after the war, will realize the falsity of President Wilson's policies and that this unholy conflict between America and us will be followed by a new and friendly cooperation in that noble community of peoples concerning which President Wilson formerly used such beautiful words."

So, too, the semiofficial Vienna *Reichspost*, which may be taken as expressing the views of the Austrian Government, says:

"We must not appraise too lightly the addition of a rich and powerful industrial republic to the list of our enemies, but if the submarines maintain their so far great success President Wilson will have come too late, as Salandra and Bratiano came too late. Criminal as has been the whole assault upon the Central Powers by the Entente it must be said that each conspirator who has been added to the list, not excluding Japan, had better reasons for his bloody enterprise than Wilson and his Republic can show."

On the other hand, one Austrian paper will welcome America as an enemy. Shortly before our entry into the war the *Gräzer Post* wrote:

"If war with the United States is declared it would be a gift of Providence to Germany and Austria, as after the war the United States would be the sole Power capable of paying a big indemnity to the Central Empires. The result of the entry of the United States into the world-war would be the payment by them of a cash indemnity, while the Allies would indemnify us with territory."

IRELAND'S EVIL GENIUS

ANOTHER IRISH REVOLUTION is almost due, says the *Birmingham Gazette*, and will break out shortly unless the British Government take rapid action to end the Irish deadlock by giving immediate effect to the Home-Rule Act which is now upon the statute-book. This view is, in part, shared by the *London New Age*, which says that the whole burden of responsibility rests upon the shoulders of one man, who, if he would but say the word, could end the *impasse* immediately. This man is the Ulster leader, Sir Edward Carson, and *The New Age* says he has cost Britain half a million men:

"We can not refrain from referring to the extraordinary situation of Sir Edward Carson, who, more than any other man in the world, is responsible for the Prussian stubbornness of Ulster. His cost to us, we reckon, is about half a million men, every one of whom would be better engaged in France or elsewhere than where they are now placed. To begin with, there are two hundred thousand men of military age in Ireland whose services are highly desirable if we intend to win the war within the present decade. Next, it is necessary to maintain in Ireland a considerable body of trained as well as untrained British troops for the purpose of insuring that the two hundred thousand civilians are kept in hand. And, lastly, it is necessary to have in England within easy reach of Ireland another considerable force of trained British troops to act in any emergency. Altogether, in short, our estimate that half a million troops of one kind or another are immobilized by the condition of Ireland, for which Sir Edward Carson is mainly responsible, can not be far wrong."

That the Irish situation is worrying the English we can see from the impassioned appeals to Sir Edward made by the English press. For example, *The Westminster Gazette* writes:

"We put it to Sir Edward Carson and other Ulster leaders: Are they prepared to do nothing to help us out of this very serious difficulty? Will they, for the sake of being able to assure their irreconcilables that no compromise has been made of their demand for definite, permanent, unalterable exclusion, and no step taken which could bring them within hailing distance of Irish Nationalism—will they accept the responsibility and the consequences of leaving this question indefinitely unsettled?"

On the other hand, some journals think that the Government is disposed to treat both Sir Edward Carson and Mr. Redmond far too seriously, and that if it took definite action on the lines of Mr. Lloyd George's declaration that any part of Ireland that wants it can have Home Rule for the asking, then, they argue, both leaders would accept the accomplished fact. The *London* correspondent of the *Manchester Guardian* suggests a way out of the difficulty along these lines:

"If the Government chose to solve the Irish problem on its own account, without asking the assent or agreement of the Irish parties, I have responsible authority for saying that it can do it.

"The simplest way is for the Government to pass an amending bill to the Home-Rule Act to give every county the option of voting in or out, and then to put the Act so amended into immediate operation. Neither the Nationalists nor the Ulster Unionists could make a bargain on these terms, or could give their assent or support beforehand. But if it was imposed upon Ireland by the Government, it is so clearly fair and democratic that there could be no answer to it, and no answer or resistance could or would be made. It would be accepted, and every effort would be made to work it.

"It is Mr. Lloyd George's own solution since the days of the Buckingham Palace Conference. But it is necessary that the Government should recognize the domestic political difficulties of the Nationalist and Ulster leaders, and should release them from a deadlock from which, as politics go, they can not release themselves. In their hearts they would welcome such a measure of coercion. To say so is not guesswork, but knowledge, and it must be known to the Prime Minister and the Government."

Similarly, the *London New Statesman* thinks that a little "benevolent coercion" would solve the problem. It says:

"There is not the slightest doubt that Mr. Lloyd George's

attitude is that of the vast majority of people in this country. Ireland can have Home Rule when she likes, but 'Ulster' must be excluded. The root of the whole matter lies, it seems to us, in Mr. Redmond's demand that the Government should cease to talk of 'suggestions' and 'negotiations,' and should act on its own responsibility. The measure of what the Irish party demands, and must demand, is not the measure of what it would accept under protest. It would accept a settlement on the lines of the Prime Minister's offer if that settlement were imposed upon it, but it can not be a previously consenting party to such



"CAN'T 'OO TALK?"

"If Sir Edward Carson were able to say the magic word, the Irish situation would be settled."
—*London Opinion*.

a 'betrayal.' Mr. Lloyd George stated that he was speaking for the whole Government. Let the Government then introduce a new or amending bill on the lines indicated, and pass it through Parliament with or without Irish consent. We do not believe that there can ever be an 'agreed' settlement, for no Irish politicians have authority to agree. A settlement by some external authority is the only way."

RUSSIA'S REVOLUTIONARY POLICY—A dispatch from Petrograd to the *Moscow Russkoye Slovo* outlines the policy adopted by the new Cabinet. The *Moscow* journal says:

"The Provisional Government will adopt the following principles as the bases of its policy:

"(1) An immediate general amnesty for all political and religious offenses, including terrorist acts, military revolts, and agrarian crimes. (2) Freedom of speech, of the press, of association and labor organization, and freedom to strike, with an extension of these liberties to officials and troops in so far as military and technical conditions permit. (3) The abolition of all social, religious, and national restrictions. (4) Immediate preparations for the summoning of a Constituent Assembly, which, with universal suffrage as a basis, shall establish the Government régime and the Constitution of the country. (5) The substitution for the police of a National Militia, with elective heads, and subject to the self-government bodies. (6) Communal elections to be carried out on the basis of universal suffrage. (7) The troops that have taken part in the revolutionary movement shall not be disarmed, but they are not to leave Petrograd. (8) While severe military discipline must be maintained on active service, all restrictions upon soldiers in the enjoyment of social rights granted to other citizens are to be abolished."

SCIENCE - AND - INVENTION

SAVING THE SOLDIER FROM WOUND-INFECTION

COUNTLESS LIVES HAVE BEEN SAVED in France, amputations have been avoided, wounds have healed in a half or even a third of the time ordinarily required, by the use of the new Carrel-Dakin treatment of infected wounds. In view of our entrance into the war it is therefore gratifying to know that the inventors of this new technique are coming to this country to make it available here and to teach it to American surgeons. Dr. Alexis Carrel won fame in the Rockefeller Institute for Medical Research in New York before he entered the French service, and his return on special furlough to set up a hospital on the grounds of and under auspices of the Institute is especially appropriate. According to an article in *La Nature* (Paris), the Carrel-Dakin method has been spoken of as the greatest surgical discovery since the days of Lister. The basic idea seems to be that as practically all wounds in war become at least slightly infected, the important thing is to destroy the infection by antiseptics rather than merely to keep out infection by aseptic treatment. The distinctive feature of the new method is the use of a neutral solution of hypochlorite of lime as an antiseptic. The advantages of this particular solution were discovered by the patient and long-continued experiments of Dr. H. D. Dakin, of England. But the method of application by a special device to keep the wound constantly moist with the solution is due to Dr. Carrel, his colleague, and is considered fully as important as the discovery of the solution. The fourfold advantages of Dakin's solution are thus set forth by the writer in *La Nature*:

"1. Indisputable action on microbes, about as effective as that of hydrogen peroxid, not so strong as that of iodine.

"2. Action upon the organic environment of the wound by rapid dissolution of disintegrated tissues, such as the leucocytes of pus, red corpuscles, clots, and muscular fibers; these encumbrances constitute a mechanical obstacle to the action of antiseptics on microbes, and thus favor their pullulation.

"3. The mechanical action of the detersion of the wound.

"4. Finally, and of capital importance, 'surgical experience shows that while hypochlorite having a neutral action perfectly dissolves the mortified elements, it does not affect living tissues, which congested, bud, and proliferate.' (Fliessinger in *Annales de Médecine*.)

"Other antiseptics are stronger in one or other of these properties, but this offers the best ensemble."

Two formulas, both very simple, are quoted for making Dakin's solution:

"1. Dissolve 140 grams of dry carbonate of soda in 10 liters of water (ordinary water may be used if sterilized water is not at hand), add 200 grams of chlorid of lime, shake, and allow to settle. The clear liquid is siphoned off at the end of half an hour and filtered. Forty grams of boric acid are then added to the filtrate and the solution is ready for immediate use.

"2. Chlorid of lime, 200 grams; carbonate of soda, 100 grams; bicarbonate of soda, 80 grams. Dissolve in 10 liters of water.

"We thus constitute a one-half per cent. solution of hypochlorite (0.5 grams per 100 gr.)."

This solution, we are told, must not be heated nor used in conjunction with other antiseptics. The wound must be kept continually moist, and Dr. Carrel has devised a clever apparatus to accomplish this by means of a system of tubes and drains. Fresh

liquid is allowed to flow every hour or every two hours, the amount admitted to the wound varying according to its extent and depth. On the average, from 5 to 10 cubic centimeters every two hours will suffice to keep the wound constantly moist.

The results of the use of the Carrel-Dakin method are said to have been truly marvelous, particularly when the treatment was begun as early as possible, in which case the wound became entirely sterile in from six to eight days at most; the pus entirely disappeared, being replaced by a clear, ropy liquid, there was no offensive odor, no grayish magma, and no induration of tissues. The shortening of the time required for healing is very marked; one series on record, of serious wounds which would have required three months at the least under the ordinary treatment, were all healed in from thirty to sixty days. Dr. Perret reports 111 exceedingly grave lesions, 78 of soft parts and 33 comprising bone-fractures. None of these died and none required amputation.

Another notable merit of the method is the character of the resultant scar, which remains supple, non-adhesive, non-retractable, and offers no obstacle to the free

functioning of the muscles. It has been found peculiarly valuable in the worst cases of all, which comprise complicated fractures, articular wounds, and, above all, in the dreadful lesions which accompany gangrenous infection. The best results were obtained where the application was begun not later than six hours after the receipt of the injury.

Further information is quoted from Dr. Carrel himself, who says in his recent book on the "Treatment of Infected Wounds" (Masson, Paris):

"It is a well-known fact that nearly all wounds made by fragments of shell, torpedoes, or grenades, are septic, and that the methods employed up to the present in the treatment of these wounds are generally powerless to arrest the progress of the infection. To be convinced of this it is sufficient to assist at the arrival in a hospital of a convoy of wounded operated upon in the ambulances or the hospitals at the front. One comprehends then all the danger of the paradoxes sustained by the surgeons who still contest the generality of infection.

"We know, too, that the septicity of wounds causes disasters. During the first hours and days the wounded man is exposed to gaseous infection. Various infections develop subsequently . . . which at times produce lesions leading to amputation or death. At the hospital of the Maison Blanche, Dr. Tuffier, after having examined a great number of amputation cases, found that in about 70 per cent. the operation had been necessitated by the infection and not by the anatomic lesions.

"When the wounded man has had the good fortune to be



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HE IS RIDDING WAR OF ONE OF ITS TERRORS.

Dr. Alexis Carrel, who is to teach our army surgeons his new treatment for lessening the mortality from wounds.

operated upon near the field of battle by a competent surgeon, and has escaped the grave infections of the beginning, suppuration begins and lasts long. It becomes at times a source of danger to life or limb; it produces nearly always adhesions between the muscles, aponeuroses, tendons, nerves, and blood-vessels. After his cure the wounded man retains extensive and often painful scars, which prevent the member from resuming its normal functions. The tendons remain locked in a fibrous *gangue*. The extremities of the nerves which have been bathed for weeks in pus suffer from sclerosis. In the heart of infected bones osteomyelitis is established. The limb continues to suppurate for months or even for years. The articulations suffer ankylosis, the muscles are atrophied, and the wounded man becomes incapable not only of being a soldier, but even of doing any work whatever.

"The suppression of the infection of wounds will prevent many deaths and infirmities, and bring a rapid cure to the majority of the wounded whose anatomic lesions are compatible with life. This progress will thus allow us to realize a considerable economy in men and in money."

While, as stated above, the method was found to give best results in fresh wounds, Dr. Carrel informs us definitely that infection could be stopt even after suppuration had set in, and that all wounds are more or less susceptible to chemotherapy.

THE PASSING OF THE AUTO-GEAR

THE TROUBLESOME GEAR-MECHANISM on automobiles is to be no more, if the new systems of magnetic transmission work out as successfully as their advocates now believe they are doing. There are plenty of drivers, to be sure, who "can't make the thing work," but Walter Lee, who writes on "What is Magnetic Transmission?" in *The Illustrated World* (Chicago, April), is confident that these drivers, tho perhaps skilled with the ordinary transmission, have not yet learned to operate the magnetic variety properly. It has so many good points, he thinks—chief among them the absence of friction and of the nerve-racking rattle as the gears are changed—that it is likely to take the place of the old system altogether. Writes Mr. Lee:

"The best way of describing the magnetic transmission is to begin with what we all understand—the little horseshoe magnet, and a piece of steel. The magnet is mounted on a stand so that it will turn freely, and a crank handle is attached to the curved end with which to revolve it. The piece of steel is mounted on another stand, so it will be supported between the two ends of the magnet, without, however, touching it at any point.

"Then, when the magnet is revolved by means of the crank handle, it is seen that the piece of steel will turn with it, altho there is no physical contact between them. Now then, if the crank handle is changed into a gasoline engine, and a collar-like arrangement of wire, called a field, substituted for the magnet, and another arrangement of wire called an armature substituted for the piece of steel, we can apply more readily the idea to the automobile.

"The engine revolves the field and the field, becoming a magnet on account of the revolution, then revolves the armature, which is connected rigidly to the drive shaft of the car. Thus we have the direct drive, or 'high.' A cylindrical controller then is put in, with its operating handle in a convenient location. By means of this controller the magnetic energy generated in the field can be cut out so that it will have no effect on the armature at all, which gives 'neutral.'

"It is, of course, necessary to provide for intermediate speeds, and this is done by changing the relation between the field and the armature, so that when it is so desired the field may be revolved at a greater rate of speed than the armature. The

means by which this change in relation is accomplished through the electric controller is quite simple to any one who understands an electric circuit, as it is nothing more nor less than a cutting out of more or less resistance in the field.

"When it is desired to run in the high or direct speed there is no difference in speed at all between armature and field. When running in the lower speeds there is a difference, just so much as is provided for by the position of the controller-lever. Thus it is seen that all the effects of clutch and gears are gained without the use of them.

"To carry it still further, it is known that whenever there is a difference in speed between armature and field a certain amount of electric energy is generated there, just as heat is generated and wasted in a slipping clutch. But in the magnetic transmission this energy is not allowed to go to waste. A second set of armature and field is put in a little further back on the driving-line. The field is rigid on the car-frame and stationary, the armature rigid on the drive-shaft, and may turn with it. Between these two sets is placed a commutator or series of collecting rings and brushes to run in them. These collect the electrical energy which otherwise would be wasted, and apply it to the second set, which is nothing more nor less than an ordinary electric motor. This gives electric power to the car as well

as engine power when it is most needed. The greater the difference in speed between armature and field, the more electric energy for the motor is generated, so that when the car is running in a very low speed the motor is doing almost all the work, but with all the power of the engine behind it just the same.

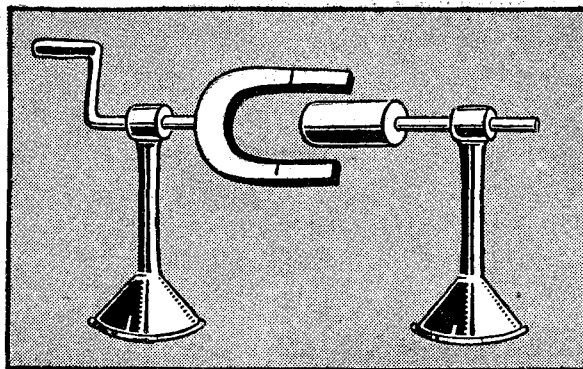
"The necessity for a separate starting device is altogether eliminated. The transmission itself is a very efficient engine-starter.

"Another natural result of this construction is the fact that when the controller lever is brought to the neutral position while the car is traveling at any speed above a given minimum, the revolution of the rear wheels sets up a reverse potential in the second motor which acts on the car as a very efficient and dependable brake. This effect is gradually lost as the speed is reduced but grows more powerful if the tendency of the car is to increase its speed, such as in descending a hill. Thus when going down-hill the magnetic brake may be applied by simply putting the controller lever in the neutral position and the car's speed will be held at the set minimum, regardless of the degree of steepness of the incline."

How has this intricate mechanism worked out practically? Has it given satisfaction during the three years it has been embodied in automobiles? Mr. Lee finds opinion to be at wide variance. One states that it is a wonderful thing and that he has had no trouble with it. Another says he has had no peace of mind at all since taking possession; and even when it is in perfect order he gets poor results. One tells us that it is simplicity itself, while another declares it is a complicated mess that only an expert may understand. Mr. Lee is inclined to think that the trouble, where there is any, is to be found in the drivers themselves. They spend hours learning to manipulate the gear-and-clutch transmission, but seem to think that the magnetic type should work itself. He explains the case thus:

"The magnetic transmission is as different a piece of mechanism from the sliding gear and clutch type as a bowl of soup is different from an ear of corn. One does not handle a bowl of soup in the same manner as he does an ear of corn in order to get the desired results without disaster. This naturally brings up another question. Is the magnetic transmission so complex that it requires special aptness and knowledge to handle it? Of course it is. So also is the sliding-gear and clutch transmission.

"No person can take any type of automobile out on the streets and roads and get safe and sane results until he has



From "The Illustrated World," Chicago.

HOW THE MAGNETIC TRANSMISSION WORKS.

Call the crank a gasoline engine and the axis of the cylinder the driving shaft. As the crank is turned slowly, the cylinder revolves under influence of the magnet, turning the axis shaft.

learned how. And it does not follow that when he has learned the art of handling one sort of machinery he is then fitted to handle expertly another entirely different sort.

"The writer believes that any man who might learn to handle a magnetic car without any previous experience with gears and clutches would be in a hopeless muddle if he undertook to handle a mechanical transmission. It is a poor rule that will not work both ways."

MILK DONE UP IN PAPER

"**W**HAT CAN'T BE CURED must be endured," said our ancestors in calm resignation. In the present strenuous age we rely on quite a different version. We say, "What can't be cured must be *destroyed*." Milk-bottles seem to be a case in point. They simply can't be

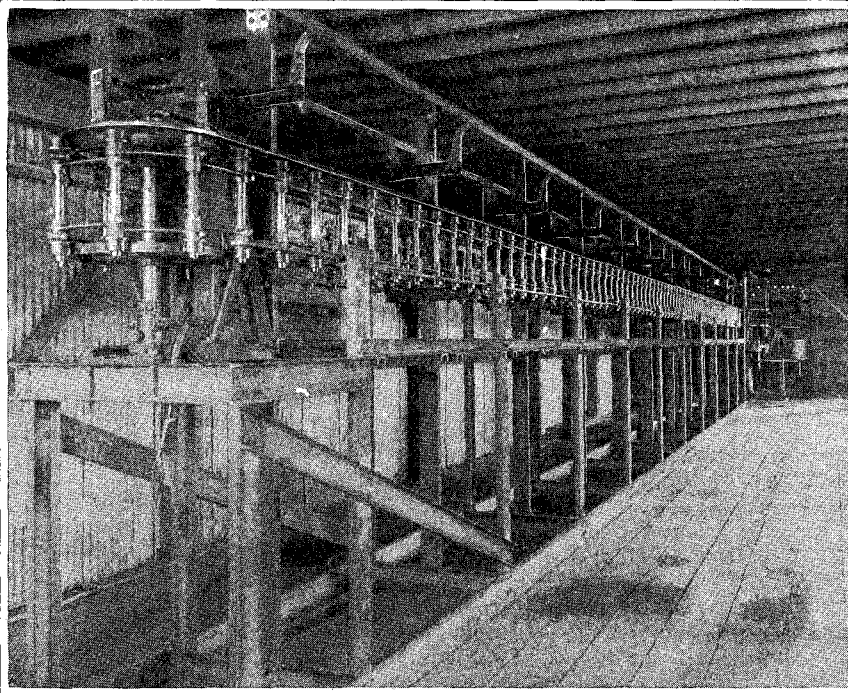
go has since been issued by the Health Department Advisory Council. In some communities progressive dairymen have, by voluntary adoption of destructible bottles, anticipated such action as that taken in Pennsylvania. The most common type of the destructible bottle is made of light cardboard which has been coated with paraffin. It is air-tight and shuts out all light, the latter being a common enemy to pure or sweet milk. Milk can be kept in a fresh condition in these paper bottles many hours longer than in the glass bottles, an item which will commend the new bottle to housewives generally.

"Recently in a Western city health experts made a special survey of the city to determine the status of the milk-bottle as a menace to health. These investigations resulted in the returning of numerous indictments against the glass bottle. In scores of homes they discovered that housewives used the empty bottles as receptacles for vinegar, kerosene, gasoline, and other liquids before returning them to the dairies. Inas-

much as all of these bottles were returned and washed in the same vat it was impossible to eliminate all acid traces in the bottles, with the result that the milk spoiled more rapidly. In the interest of the baby-health movement the committee urged the elimination of the glass milk-bottle as a common disease-carrier. Inasmuch as the new type of bottle can not be returned to the dairy to be refilled, the housewife can make whatever use of the bottle she desires without endangering the health of others.

"In connection with this rather general movement against the familiar friend of our back-steps and dumb-waiters, it is of interest to note that a new machine has just been perfected by a Western inventor which will manufacture paper milk-bottles at the rate of five thousand an hour. This machine is 97 feet long and costs over \$15,000. It is a radical departure from previous contrivances in that it manufactures the new bottles direct from wood-pulp rather than from a finished paper, as is the case of practically all the containers on the market to-day. This feature enables it to turn out the completed product at a very low cost well within the reach of the average milk-dealer. It is claimed that the new paper bottle is cheaper in the long run than the common glass bottle in use at the present time.

"Only three men are required to operate the machine, and from beginning to end the milk-bottle is handled only by steel fingers, so that the apparatus meets all sanitary requirements. The pulp used is what is known as mechanical pulp, but



Illustrations by courtesy of "The Scientific American," New York.

A MACHINE WHICH TURNS OUT 216 PAPER MILK-BOTTLES IN 150 SECONDS.

"Only three men are required to operate the machine, and from beginning to end the milk-bottle is handled only by steel fingers, so that the apparatus meets all sanitary requirements. The pulp used is what is known as mechanical pulp, but the process does not require exclusively the high-priced paper pulp. Less than half an ounce of wood-pulp is required to make one of the new sanitary bottles and one ton of pulp will produce 60,000 containers."

cleaned—every housewife knows that. And milk in dirty bottles is not pleasant to think about—much less wholesome to drink. So, as we can't clean them, we must destroy them; and as glass bottles are unpleasant and expensive to smash, we must make our receptacles of something cheaper, and easier of destruction. Hence the paper milk-bottle, which doesn't have to be washed, but merely burned up when the milk has been used. In fact, the glass milk-bottle must go, we are positively assured by a contributor to *The Scientific American* (New York, March 17). Physicians and health experts, he tells us, have united in condemning the old-fashioned milk-bottle as a pernicious germ-carrier. They are demanding that destructible bottles be used for the distribution of milk in the homes of dairy patrons, so that they can not be returned to the dairy to be refilled and sent out another time, laden perhaps with germs picked up in the first home. We read:

"The first State to declare war on the glass bottle was Pennsylvania, Health Commissioner Samuel G. Dixon sounding the death-knell of the glass bottle in a statement branding it as a menace to health. An order declaring that the glass bottle must

the process does not require exclusively the high-priced paper pulp. In fact, it is said that any fibrous wood will work as well as the customary spruce, which is fast becoming scarce on account of the tremendous amount of it consumed in this country for the manufacture of paper. Less than half an ounce of wood-pulp is required to make one of the new sanitary bottles and one ton of pulp will produce 60,000 containers.

"The process of manufacture is simple. A steel core is dipped into a tank of raw pulp, and, by means of four clamps, the pulp is prest around the core and into a seamless body, much as a sculptor would press soft clay into shape with his hands. During this operation the bottle revolves three complete times, the clamps pressing at every one-third turn. Thus the paper and the bottle are formed in one and the same operation. The bottle next passes through a powerful drier and over a stencil cut, which prints on it the name of the milk-dealer, the capacity of the bottle, etc. It is then removed from the core by a steel hand and deposited on a belt-conveyor which delivers it to a machine that crimps on the bottom and top. The bottle is then given a paraffin bath that renders it impervious to liquid or acid and is automatically packed in dust-proof cartons for delivery to the dealer. The operation is continuous and it takes about eight minutes to convert the raw pulp into the completed bottle."

CONCRETE SHIPS

BOATS WERE FIRST BUILT of reenforced concrete a number of years ago. Some engineers have always believed that there is a great future before this method of construction, but examples seen hitherto have been crude and heavy; cheaper to build, but more costly to propel on account of their weight. They have been used to a considerable extent in Norway, and also in the Panama Canal Zone, where their employment seems not to have been an unqualified success. Improvements in concrete boats, which the inventor believes will turn the balance in their favor, are announced by Carl Weber, of Chicago, in an article printed in *The American Marine Engineer* (Norfolk, Va.). Mr. Weber believes that the principal faults of previous attempts have been that concrete-builders tried to use every-day methods and means in design and mixing and applying the materials. He thus describes two methods which have been used:

"The first method consists in building an inside and outside form for the ship's hull, and between these forms (which were separated to allow for intended wall thickness) the necessary reinforcement was placed. Then a concrete, composed of Portland cement, sand, and crushed stone, or gravel was poured in a semiliquid condition to fill the forms and to encase the steel reinforcement. After the concrete had sufficiently hardened, the forms were removed and the barge was finished by pouring bulkheads, division walls, and decks, etc., in a similar manner.

"This method resulted in extremely clumsy and heavy vessels, which can only be used for sand and construction barges.

"The second method consists in using a light steel skeleton, placing over the outside of the same an expanded metal or wire fabric and finishing the hull by plastering over this sheathing a rich mortar coating in the same manner as light curtain and partition walls are formed in fire-proof building construction.

"This method is a great improvement over the first one, but can only be used for smaller boats, launches, etc., and of course it is practically out of question for freight barges."

Mr. Weber's new method of construction, which, he claims, combines the advantages of these while eliminating their faults, he calls "Torcrete." He writes of it:

"The ship's hull consists of a strong framework of steel which is so designed that the combined strength and advantages of steel and concrete are fully recognized. This truss frame is erected and riveted in the ordinary manner. In the completed ship the steel frame is entirely encased in concrete, and thereby protected against rusting. By this encasing, the steel members are also stiffened and the 'buckling' stresses are greatly reduced. For this reason, the steel members of the frame are of simple design relatively light in weight.

"After the steel frame is completed, it is covered with my 'Multiple-Unit' wall construction of varying thickness. The walls are formed of a high-grade concrete applied by compressed air and each section is independently reenforced by networks of light steel bars and wire mesh. All ship walls, bulkheads, decks, and partitions are formed in a similar manner without the

presence of any construction of connection joints, so that the completed ship is one seamless, monolithic structure.

"The material is applied in even and uniform layers by means of a powerful stream of compressed air.

"After the last coat of 'Torcrete' has sufficiently hardened, the outer surfaces are rubbed down to an even, smooth finish with rotary compressed air-driven grinders, and the entire ship may be painted as usual."

A PATENT-MEDICINE POEM

THE ORTHODOX TESTIMONIAL to the healing virtues of a proprietary medicine, as it appears in the rural press with its portrait and sworn record of miraculous happenings, has long been considered fair game for the humorist. It rarely inspires song, however, perhaps because we seldom run

across such a delicious bit as the following alleged letter from a seven-year-old quoted by *The American Journal of Public Health* (Boston, March) from *The Ohio State Journal*. Internal evidence seems to mark it as the production of some satirist well beyond his seventh birthday. The supposed seven-year-old writes as follows:

"I took the whooping-cough when I was only two months old. It settled on my lungs and I gradually declined until it was necessary to carry me on a pillow. They took me to the doctor and tried every one they thought would help me, but got little relief from my cough.

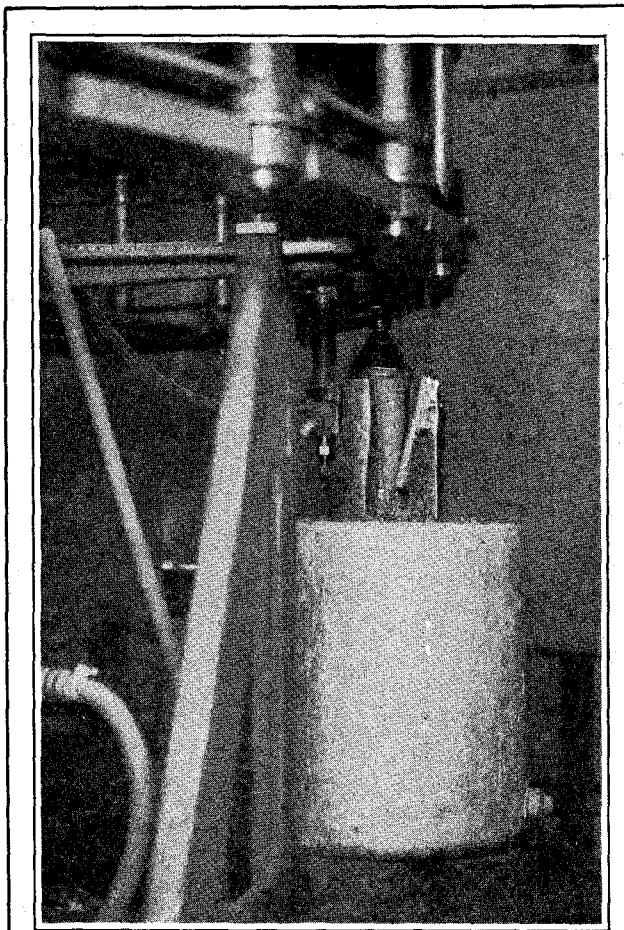
"After taking a bottle of your medicine I found that I was improving very much. I have taken Nacor until my cough is almost gone. I am now seven years old, weigh 46 pounds, and go to school every day. I give Nacor all the praise for my relief and hope that I can only cause some one else to try it."

Commenting on the above, another Ohio editor, he of *The Ohio Public Health Journal*, is moved by the inexcusable negligence of the Nacor people in not calling their wonderful discovery to the attention of edu-

cators, correspondence schools of memory training, or even to physicians with difficult cases of amnesia. "Such a wonderful specific as this may even lead to the recasting of one of our old favorite songs," he exclaims, and grasping his lyre, sings us the following:

How dear to my heart are the scenes of my childhood
When a stiff drink of Nacor transports me with joy,
E'en back to the point of my very beginning,
As I hear the Doc saying: "Fine work! it's a boy."
The excitement, the yelling, the relatives telling
The good neighbor women who rush in to see.
Oh, give me the bottle, the only draft what'll
Bring all them dear scenes again clearly to me.

So up from my earliest days I remember,
Thanks to the sweet potion which rolls back the years,
My colic and whooping-cough, measles, distemper,
My joys and my sorrows, my smiles and my tears.
But I keep regretting and can not help fretting
And constantly stop reminiscing to mourn
That at two months no faker had dosed me with Nacor
So my mem'ry'd go back to before I was born.

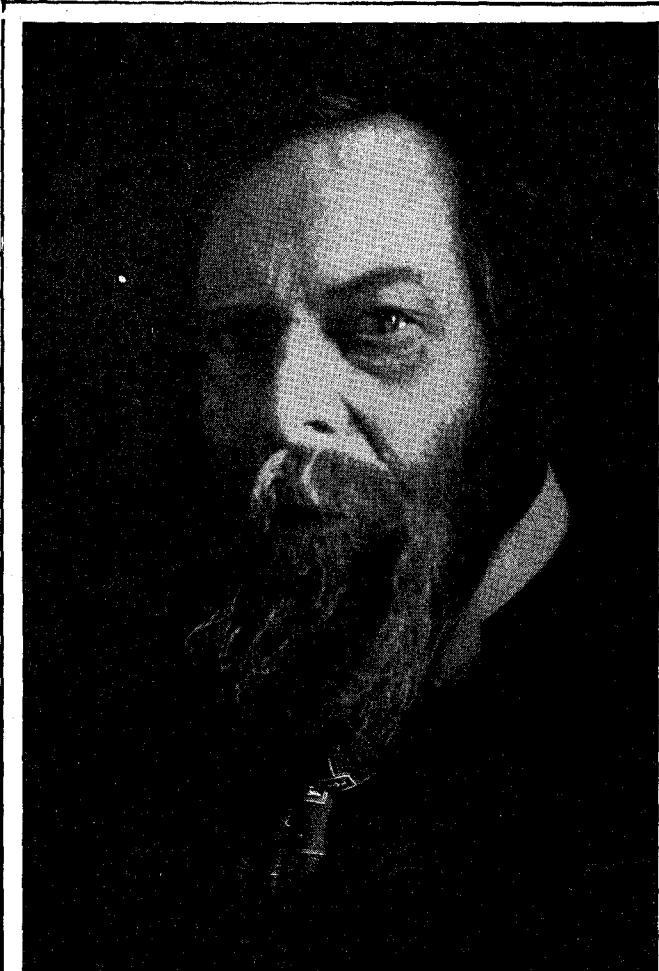


PRESSING A PAPER MILK-BOTTLE INTO SHAPE.

LETTERS - AND - ART

A POET'S PAINTER

"THE LAST OF THE ROMANTICISTS" is the title some have given Albert Ryder. If any one should arise to claim that romance in painting still holds the spark of life among us, it will be harder to disprove that other attribution of the American artist who died on March 28—"the greatest imaginative painter this country has pro-



Photograph by Alice Boughton.

ALBERT P. RYDER,

The American painter who succeeded in finding "something beyond the actual—a magic and a mystery indefinable."

duced." One critic has said that "his is that obscure, illusive quality that is to painting what Browning is to poetry." Ryder worked slowly at his paintings, always searching for something that seemed to be just beyond his grasp. Mr. Forbes Watson, critic of the New York *Evening Post*, tells of "an expectant owner" who begged for a painting on which Ryder had been working several years. "Why don't you let me have that painting?" the artist was asked, and in answer Ryder quoted Browning's lines:

'Oh, the little more, and how much it is!
And the little less, and what worlds away!'

Ryder once delivered a picture to a buyer, and then begged it back for improvements. When the owner visited the studio he found it all painted out, and thought his possession vanished forever; but a more beautiful thing finally emerged. Mr. Watson tells of another occasion when this mysterious painter of poetry said:

"Have you ever seen an inchworm crawl up a leaf or a twig, and, then, clinging to the very end, revolve in the air, feeling for something to reach something? That's like me. I am trying to find something out there, beyond the place on which I have a footing."

One reason why Ryder holds such a unique position in American art, says Mr. Watson, is that "he succeeded in finding something beyond the actual—a magic and a mystery indefinable." Further:

"He was that exceedingly rare type of American painter, the poet. We have many scumblers, many men who glaze and manipulate, many men who have learned by years of paint-mixing and canvas-preparing how to fool themselves as well as the public into the fond belief that they are poets.

"Ryder belonged not to this division of our painters. He was as far removed from the men who prepare 'poetical' canvases in the spirit of a cook preparing a salad, mixing first this ingredient, then that, and seasoning 'to taste,' to quote the cook-books, as he was from the school of direct and unimaginative painters who put down exactly what they see without wavering. For Ryder, painting was a mystery and a science. His designs sometimes were so nicely calculated that a 'little less' and they would have been merely geometric, but they have the 'little more.' That little more was Ryder."

Ryder was not neglected in his lifetime, nor did he lack appreciation. Both here and in Canada his canvases were eagerly sought by a rather small band of devotees. And, insinuates Mr. Watson, "his childlike, unworldly point of view was fully understood by men who knew more about the value of money."

"Collectors and museums have already sought and obtained his works, but this was a side of the transaction that did not touch Ryder. He was wholly impractical. In every-day affairs, he was an infant.

"Some instinct may have told him that elaborate duplex studios are not for dreams but for business. In any case he never troubled himself with the business side of his painting, which might have gained him one. His casual way of living shocked more than one practical painter. Contrast his orderless poverty with the conditions under which an astute and flattering portrait-painter lives. But then prose is more popular than poetry.

"There is greater art, richer mystery, more powerful design in some of Ryder's little canvases than in the pomp and circumstance of many a flaunting decoration. Ryder belonged to no school and recognized no fashion. A National Academician, he was one of the men whose work was prominently presented at the 'Armory Show.' Hailed by academicians and independents, the strangely native and individual art of Albert Ryder grew out of a life that lesser men would not have lived.

"Complete absorption and disinterestedness, lack of glib display or exhibition tricks, mark this precious art. He made use of abstract forms years before the word abstract became the plaything of art controversialists. In a world of realism and brownstone fronts he created visions that belonged to him alone. His art stood on its own feet, or rather flew on its own wings, for Albert Ryder was as distinctive, as truly poetical, a figure as American art has yet produced."

Henry McBride, critic for the New York *Sun*, gives an account of the sources of some of Ryder's important canvases:

"Ryder was the painter for poets. He was their man as they were his. He knew them and strove to meet them on equal terms. The subjects he essayed are proof. 'Constance,' in the Sir William Van Horne collection, was inspired by the 'Lawyer's Tale' of Chaucer; the 'Temple of the Mind,' belonging to R. B. Angus, of Montreal, was suggested by Poe's 'Haunted Palace'; a 'Moonlight Journey' came from Sterne's 'Sentimental Journey'; then there were 'Siegfried and the Rhine Maidens,' 'The Flying Dutchman,' the 'Forest of Arden,' and 'Macbeth

and the Witches,' and the most wonderful of all poems gave Ryder his 'Jonah.'

"Ryder spent laborious days, some say laborious years, in creating these pictures. In the period in which patrons began to appear he was almost as difficult for them, it is said, as was Whistler for his. Mrs. Richard Watson Gilder waited twenty years before the 'Melancholy' that she had commanded was given to her. Tales of impatient clients are numerous and amusing. To them Ryder was adamant. The heavens might fall, but nothing could compel him to hurry with the peculiar alchemy that finished his pictures.

"One man," said Ryder once, 'told me he had left instructions that his funeral procession was to stop here in passing to obtain his painting. I told him it couldn't go out then unless 'twas done.'

"The processes of the artist were mysterious, and no man can explain Ryder's system of painting. Ryder could not explain them himself. He simply painted until he got a satisfactory result. He never learned how to draw, and it can't be said that he knew really how to paint, but he was a great artist just the same.

"In his small, enameled, and fussed-over panels he could put the weight and the power of the mighty ocean, and he recorded the most terrifying and dreamlike events with a Biblical intensity. His color was good. It was as impossible to analyze it as it was to get the technical secret of his effects, but it had that supreme quality of good color of being inexhaustible.

"The longer you peer into the moonlit oceans of a Ryder the more profound seem their depths. There is something supreme, too, in Ryder's sense of design.

It is rarely faulty and is often masterly. He painted clouds and skies with an audacity and a strangeness that have not been matched this side of the early primitives by any one save Blake."

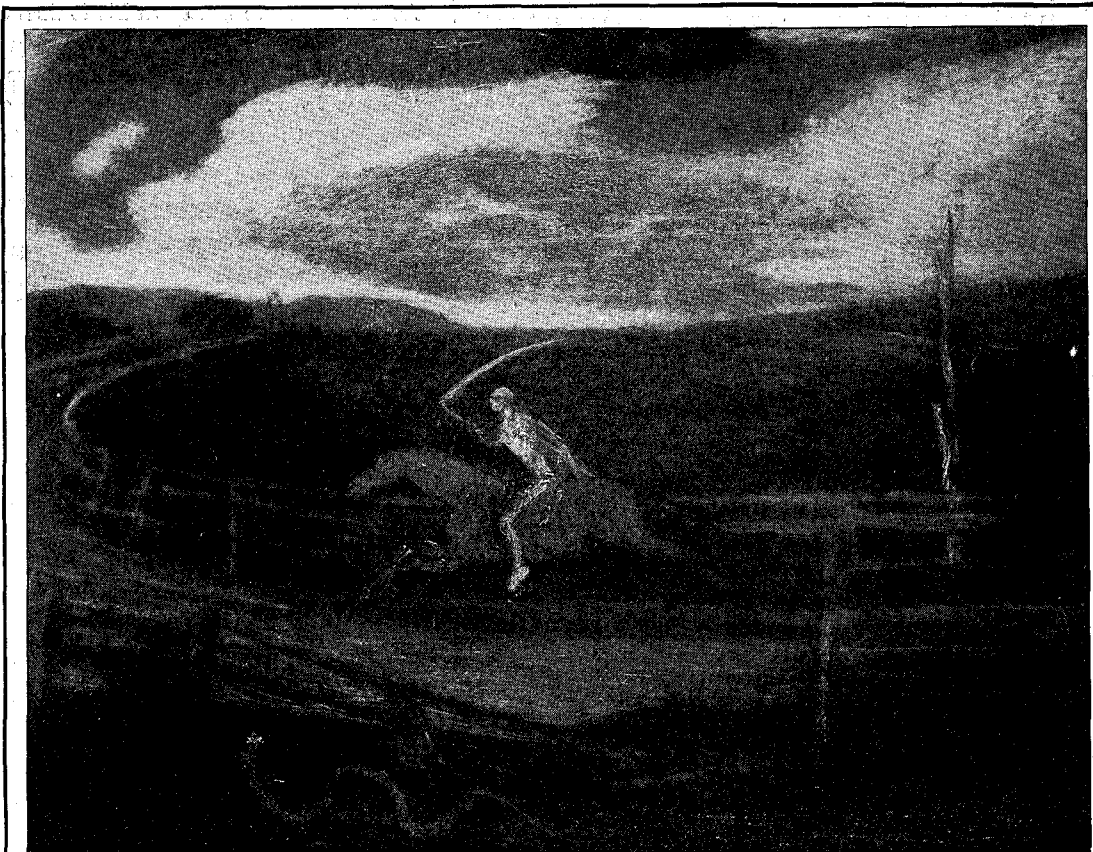
RESPECT THE NATIONAL ANTHEM—By an odd freak of sympathy the playing of the "Marseillaise" seems to stir audiences to more patriotic emotion than the "Star-Spangled Banner." The reason may be that we haven't respected our national air sufficiently, a fact that makes the New York *Tribune* think it time to take that air "out of medleys and one-steps and what-nots and restore it to the status of the anthem that it is." Going on:

"The *Tribune* has much sympathy with those Americans who object to performing the ceremony of standing when 'The Star-Spangled Banner' is maltreated almost beyond recognition. A letter from a correspondent recently recited an episode in a café: the national anthem was ingeniously distorted into rag-time and thus danced to by a frisky chorus, and those who refused to arise and stand at attention were accorded black looks by their neighbors. A prompt protest to the management that would perpetrate such an abuse would seem the truly sensible action. There is also the case of the tuneless people who can scarcely be expected to recognize the national anthem when it is sandwiched in between 'Dixie' and 'Old Black Joe,' with an accompaniment of 'Yankee Doodle' on the trombones.

Just one rule will prevent this confusion, and that is the rule of the Army that the national anthem shall always be played through complete and shall never be played in a medley."

D'ANNUNZIO SALUTES US

AMONG THE FRATERNAL MESSAGES received by America on her entrance into war one comes from Rome exprest in the fervid eloquence of Gabriele d'Annunzio. Men of letters have not been silent on the issues of the great struggle, and this department has taken pains to



"THE RACE-TRACK."

By Albert P. Ryder. In the collection of A. T. Sander, Esq.

Inspired by the story of a waiter who staked his whole savings of \$5,000 on a "sure-thing" tip from the race-track and then committed suicide when he was told that the horse came in third.

gather them up for its readers. The following will stand as the first in which this country is intimately address. It is said that few persons in Italy were moved more deeply by the American declaration than the poet now serving as a captain in the aviation corps, and his words, dispatched from Rome to the daily press, embody a message to the people of America:

"For the soul of Italy to-day the Capitol at Washington has become a beacon-light. Now the group of stars on the banner of the great Republic has become a constellation of the spring, like the Pleiades; a propitious sign to sailors, armed and unarmed alike; a spiritual token for all nations fighting a righteous war. I give the salute of Italy, of the Roman Capitol to the Capitol at Washington; a salute to the people of the Union, who now confirm and seal the pledge that liberty shall be preserved. The spontaneous act consummated by the people of George Washington is a glorious sacrifice on behalf of the hopes of all mankind.

"Our war is not destructive. It is creative. With all manner of atrocities, all manner of shameful acts, the barbarian has striven to destroy the idea which, until this struggle began, man had of man. The barbarian multiplied on the innocent infamous outrages inspired by hate, alternating senile impudence and brutal stupidity. The barbarian ground heroism to earth, cast down the airy cathedrals where congregated the aspirations of the eternal soul, burned the seats of wisdom decked with the

flowers of all the arts; distorted the lineaments of Christ, tore off the garments of the Virgin.

"Now once again we begin to have hope of the nobility of man. Love's face is radiant, tho its eyes are moist with tears, for never was love so much beloved. Love overflows on all the world like a brook in May. Our hearts are not large enough to gather it and to hold it. The people of Lincoln, springing to their feet to defend the eternal spirit of man to-day, increase immeasurably this sum of love opposed to fury, the fury of the barbarian.

"Ah, liberty! Let others despair of thee. I will never despair of thee! once cried your rugged poet. In this hope your nation arises to-day, in the north, south, east, west, to offer your strength, proclaiming our cause to be the noblest cause for which men have ever fought. You were an enormous and obtuse mass of riches and power; now you are transfigured into ardent, active spirituality. The roll of your drums drowns out the last wail of cowardice.

"April 15 is the anniversary of Lincoln's death. From his sepulcher there issue again the noble words which fell from his lips at Gettysburg, on soil sanctified by the blood of brave men. All your States, north, south, east, west, hear them. I say to you that 'this nation, under God, shall have a new birth of freedom.'

"GABRIELE D'ANNUNZIO."

BEFORE LEAVING REIMS

THE WAR AGAINST THE LAND that is now waged in the east of France will seem to find its climax of ruin in the city of Reims. The Cathedral, which all along, so dispatches have told us, has paid for French successes on other parts of the line, may not eventually remain, even

On Wednesday the 4th, 2,000 shells were fired into the city; on Friday, 7,500 were fired; Saturday's toll was 1,200. People who have stuck by Reims from the first, living in caverns rather than forsake home, are now ordered by the authorities to retire to the rear. "All those inhabitants of the city whose presence is not indispensable will be sent to safety." The latest account of this wonderful city, written by a true poet, gives the tragedy that perhaps awaits the whole territory between the battle-line and the Rhine frontier. Grace Ellery Channing writes in the *Boston Transcript* of her visits to Venice and Reims. Venice has suffered in many small ways, but a hand of Providence has so far barred destruction from her greatest monuments. "If the Austrian vulture has sown his foulness a little all over the seaward city, the German, on the other hand," she writes, "has gone about his job with thoroughly characteristic concentration." "You will see for yourselves," said the officer who met her party, and he kept repeating, "You will see for yourselves":

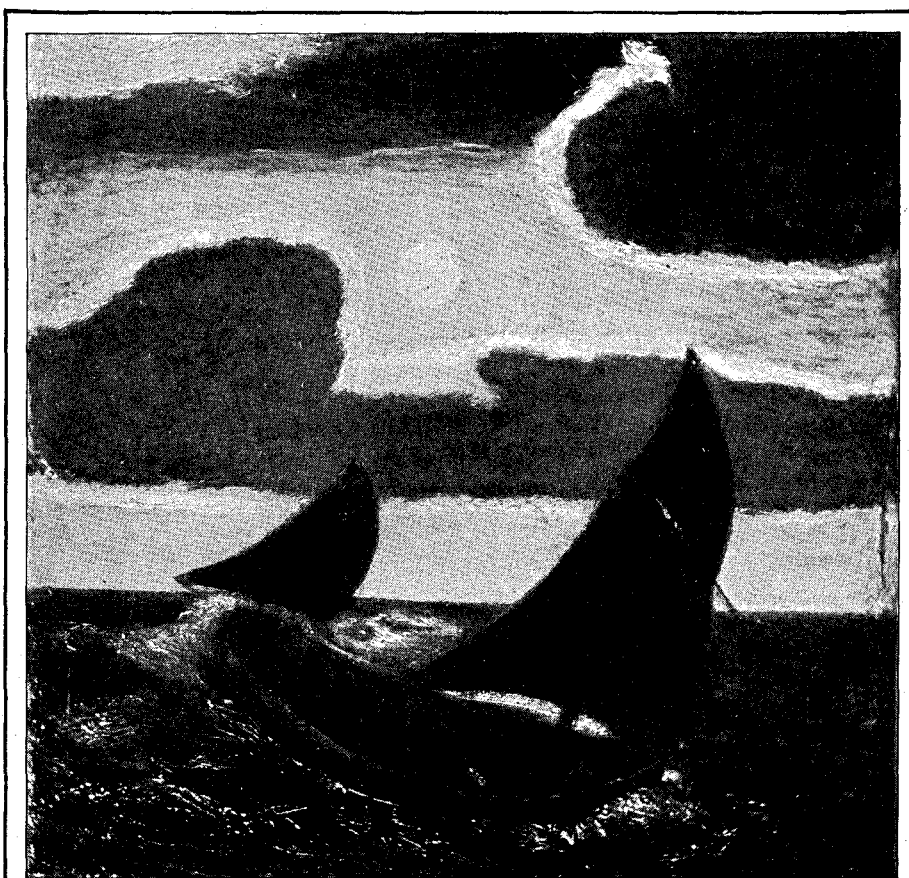
"Our officer had not misled us; we did see for ourselves. All that Reims need do is to leave things as they are and then call in the world to see for itself. There is no argument so plausible that it can stand one minute before the witness of the ruins of Reims. Reims is a fairly extensive town, offering an ample target for general practise, but you may walk far through streets almost deserted—100,000 people have fled from Reims; 17,000 remain—and over stones between which grass has grown, and yet see nothing to show that it has ever so much as been fired on—so long as you keep away from the Cathedral. If you want to see the work of war you must aim straight for that—as the Germans aimed. As you draw near you begin to see here and there in a perforated wall, a shattered balcony, a ripped roof where the first outlying shells struck. As you draw nearer these evidences multiply, become continuous, and when you reach the section immediately about the Cathedral you might fancy yourself back in some ruined town on the front. Reims, in fact, has suddenly become 'the front.' An earthquake could not have done the work more completely in sections. No possible stacking of the chips or loading of the dice by Fate could have brought the thing to pass; nothing but sheer, deliberate, calculated purpose directed against a chosen object. The archbishop's palace adjoining is so totally destroyed that there was no way of guessing what had stood there; the entire quarter to the rear of the Cathedral resembled a shell-battered town on the Isonzo.

"I had never seen the Cathedral itself, and it so swept over me in its battered beauty and the glory of its soaring façade that for an instant it blotted the German out. Samson would impress you before his blindness did, I think. At any rate, all I could do for a moment was to stand there in the rain and ejaculate: '*Comme c'est magnifique! Comme c'est magnifique!*'—rather to the trial of the patience of a captain who had brought us there for any sentiment rather than admiration. It was the expression of his face which recalled this to me. I think he wondered what kind of mad American had been sent upon him. But he was living with the Cathedral daily—and suffering its every wound.

"And now that I have seen it, what I can not understand is, how anything belonging to the race that made it could be found to fire upon it. I should think the soldier who received the order would have laid down his arms and faced a firing-squad as the easier ordeal of the two.

He must have been an officer, and so presumably a disciple of the higher *Kultur*, who deliberately assaulted that 'more than mortal' beauty—trite expression which is here the right expression, for the element which moves in these great Gothic cathedrals is essentially of immortality.

"There, then, it stood, the thing of wonder, the thing which



MOONLIGHT—MARINE.

By Albert P. Ryder. In the collection of N. E. Montross, Esq.

"In his small, enameled, and fussed-over panels he could put the weight and power of the mighty ocean," says Henry McBride, "and he recorded the most terrifying and dreamlike events."

as the noble ruin described by a charming American writer. Dispatches from the *London Times* to the *New York Sun*, dated April 5, state that "the Government is convinced that the Germans are determined to destroy Reims as they have ruined every French city, town, or village within reach of their guns."

had stood through centuries and their wars, untouched, unharmed. The rude soldiers of that ruder Europe had respected it; a half-civilized world had spared it; it had been one of mankind's acknowledged shrines; kings had been crowned here. Hands of many dead masters had lifted it up into the air and wrought upon it, until it had become one of the most eloquent expressions of the dumb soul of man—of that wonderful animal—man; the touching witness to that in man which no other animal has. History, religion, art, all were inscribed here; it was one of the sacred stone-books of the world.

"And seven centuries—think of it!—had so held it, had passed over it with all their tumults, their conflicts, their crimes, and left it—still sacred. Think of those centuries, of the men of those centuries; of the morals and the manners and the customs and the codes, and that yet, in spite of, and through all these, they had managed to respect and spare and hand on the unbroken treasure of Reims. And then think that to-day, in the twentieth century, in an age which abhors war as an idea, in times grown humane, a country more than most enlightened, whose banner-word is *Kultur*, has fired upon Reims Cathedral not once, not through some passionate and desperate and desperately disavowed error of an underling, but again and again and yet again, and is firing still.

"Joan of Arc, steadfast on her charger before the Cathedral, with the tricolor floating from her hand, has escaped all harm; but she has not here been able (unless it is due to her that it stands at all) to repeat the miracle, told us with so touching a faith, in southern France. France had just completed a novena in her honor and invocation when von Kluck's armies prest to their nearest point outside Paris; and on the very day those armies swung aside and left Paris scathless the password of the day was—Jeanne d'Arc!

"To go inside is to read the tragedy by the light that falls through the shivered jewels of windows whose like now exists on earth only, I believe, at Chartres.

"Nothing but the formidable strength of its masonry has kept the great monument standing till now; all about it are the ruins of walls only a little less massive. Shells have struck and dented and broken and bruised the Cathedral; but it still stands. How much more it can stand architects perhaps know. There must be a limit of resistance; apparently there is none of bombardment. The very day after our visit Reims was shelled again; it has been shelled every few days since. Even as the Austrians visit their spite on defenseless Venice, so the Germans seem to revenge defeat on almost deserted Reims."

There are things in Reims, however, that Germany respects, that her shells never touch:

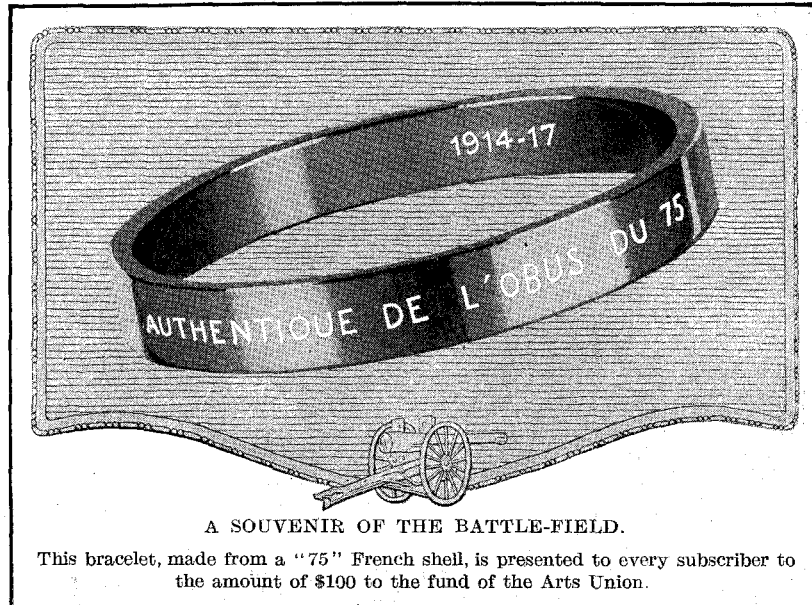
"An interesting commentary on this was furnished us by one of the officials of the Great Champagne 'Caves.' The Germans had shelled the above-ground structures of this famous institution so thoroughly that it was necessary for the entire industry to retreat to the underground portion, where, in ancient limestone quarries, miles of avenues house—I believe it is—a million bottles of the celebrated vintage. Then came the Germans; they occupied Reims for a week and consumed a thousand bottles of champagne; they have never shelled the 'Caves' since. 'We could work in entire security above ground,' said the official. And yet, it is but a short way, as the bird flies—or the ball—from the Cathedral to the Caves. I leave to others the deduction—from that remaining 999,000 bottles.

"To what does all this point—if not to something very serious for Germany?—something which must make all races the inevitable antagonists of German conquest? The human race can not afford to have power in hands that know no reverence, that have a malice of destruction—a lust for destruction like this. Accidental and chance destruction is a part of all war, but Venice and Reims represent organized, deliberate, wilful, ordered, pointless, senseless destruction—brutal and unpardonable. Venice and Reims are only two; there was a whole chain of minor jewels strung through northern France and Belgium, which has been torn and broken, many of its loveliest gems lost to us forever. But Venice and Reims are of the supreme order. And they belonged to us all—to the German as well; and we had thought he loved them, even as we.

"Meantime, the shells continue to fall almost daily."

A UNION OF ARTISTS

THE ARTIST SEEMS to be a luxury that warring countries can hardly afford. In nations where the people is the army he ceases to be an artist at the call to arms; or at least he is soldier first and artist afterward. Great gaps have been hewn in the artist ranks in Europe. Many who have not made the supreme sacrifice have been so wounded that if they ever return to the practise of their profession it will necessarily be "with maimed rites." There has been remarked a



bitter irony in the work of shot and shell. The peasant who needs his limbs for work in the field finds himself crippled there; the artist who must have his eyesight finds this faculty extinguished. Blindness will add as much as death to the poverty coming over the European arts. Realizing these bitter truths, an organization, known as L'Union des Arts, was formed in France, by official sanction of the French Government, to aid soldier-artists in the trenches—actors, sculptors, painters, and musicians of all classes who are victims of the war. In the booklet issued by the Union, where it is noted that contributions may be sent to Messrs. J. P. Morgan & Co., 23 Wall Street, New York, marked for *Union des Arts*, there is also a letter addressed to us by the poet and playwright, Edmond Rostand, "written on the second anniversary of the battle of the Marne, Sunday, September 10, 1916." It reads:

"MY DEAR PRESIDENT:

"Your institution is one which, amid the sublime fierceness of the battles our soldiers are fighting, is constantly waging the battle of tender love, and unstinted praise is due for what it has accomplished already for the relief of the laborers of art, the manufacturers of Beauty, who have suffered so much from the Great Horror of these times.

"I do not doubt but that the noble United States will now help you to accomplish a great deal more. Is it really necessary to commend such a French undertaking to the heart of a nation so lofty in its ideals, to the soul of a people who have always loved us so efficiently and have, at all times, privileged our artists by encouraging them above all others?

"But since you wish me to raise my humble voice, and as I have ever felt a particularly passionate admiration for that transatlantic race of men—the race of the strong and the just—I dare cry out to the friends I may have under the star-spangled banner:

"Do proffer your gifts to those who, in peace, lit up stars, and who, in war, are now sufferers without light or heat! Do bestow your gifts on the widows and orphans of those who have fallen struggling in defense of all Lights—yours as well as our own.

"You well know that on their behalf your great Walt Whitman emerges from the shadows, a divine beggar stretching his large felt hat for your gifts to rain into."

RELIGION-AND-SOCIAL-SERVICE

"BILLY'S" RUBICON

CAN BILLY SUNDAY WIN NEW YORK? This question is asked in private as well as in the press as the volcanic evangelist begins his onslaught on the city. The auguries are in his favor and something must be allowed for the combination of patriotic and religious fervor that becomes the campaign-note at the outset. "I'm ready to cooperate with the Government in every way," he is quoted as

The patriotic note sounded in his first sermon was translated into action when the next day he met at luncheon Major-General Leonard Wood and ex-President Theodore Roosevelt. What was said behind the closed doors of the house of Mr. John D. Rockefeller, Jr., was not disclosed to the press. What immediately followed, however, was a meeting at the Marble Collegiate Church, where he met the ministers of the 208 churches

cooperating in his campaign to talk over the methods of the revival. Omitting the smaller details, the *New York Times* gives an impression of this meeting:

"Without wasting words, Sunday presented to them, one by one, his party of personal assistants, and told them how he was going to work to stir up religious interest in New York. As he presented his staff there gradually took form in the minds of his hearers a picture of a remarkable religious organization—one which follows the most modern business methods in organization, subdivision of labor, the employment of experts for carefully outlined fields, the development and extension of personal contact with the ideal object of reaching every man, woman, and child in New York City, and,



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NEW YORK'S FIRST DAY WITH BILLY SUNDAY.

The Tabernacle where will ensue a three months' Sunday following Easter day.

saying. "If they want to place a recruiting-station in the Tabernacle they surely can do so." Good Friday is as good a day to declare war as any other, he thinks. Sunday looks forward to waging "the biggest battle of his career" in the New York campaign. Many ministers, it is reported, will fight him, and the campaign of opposition is expected to include an anti-Sunday magazine. But New York looks good to Billy. "There's been a whole lot of lies told about New York," he remarked to a newspaper man. "Don't you worry about the campaign any more. God is with us and New York isn't as bad as it is painted." He stood where he commanded a broad view of the city flanked by the glistening Hudson, and remarked, "Doesn't look much like Babylon, does it?" Against the charge that his motives are commercial the evangelist is reported as saying this:

"They say I am out for the money. I'll call their bluff. After all the expenses of this campaign are paid—and I furnish an itemized statement—I am going to divide the balance equally between the American Red Cross and the Y. M. C. A. camps working among the soldiers.

"I bring you nothing new. I am an old-fashioned preacher of the old-time religion, and if you do not want to hear the Gospel of Jesus Christ, take it from me, don't hang around here."

above all, an appreciation and practical utilization of the importance of advertising.

"Sunday and his helpers made it clear that they were going after souls as a successful commercial corporation would go after sales. They reminded the clergymen present that they had come, not on their own initiative, but upon the urging of the ministers of New York. They pointed out that, having been called in to remedy an undesirable condition in the religious life of New York City, they intended to go to work in their own way, working like any other consulting specialists, according to their own approved and tested methods.

"The meeting opened with a hymn. Rodeheaver, leader of the Sunday choir, was not present, and 'Ma' Sunday waved her arms to bring the crowd of singers into the same rhythm. Then Sunday himself stepped forward, expressed appreciation of the work already done by the cooperating churches, and said: 'We expect you to help us just as we shall help you.'

"I want to ask you to lay aside your preconceived opinion as to how this work ought to be done. Wherever I go I take my methods with me just the same as I take my hair-cut and my clothes with me. It may be that on some things you'll disagree with me, just as I'll disagree with you on some of your methods. But I'll have grace enough to keep quiet and I hope you'll do the same.

"You can't win in religion without hard work any more than you can win in war. You can't grow a crop lying in the field under the shade of a tree sipping lemonade through a

straw and saying, "Oh, ain't it hot!" All the suggestions we have to offer about the conduct of an evangelistic campaign have been forged on the anvil of experience, and that beats your theories a block. God has always been pleased to work through human agency. God could convert people on the summit of the Alps Mountains four hundred miles from anybody if he felt like it, but he prefers to work through men."

Some of Sunday's backers feared that he would tone down his style of delivery for New York consumption, but the report of his first sermon reassured all such. As one paper reports him:

"From the moment he opened his afternoon sermon with the announcement that 'the white-livered weasels of the booze gang' had attempted to raise a fund to fight him until he concluded his evening appeal with the ultimatum that every man to-day had to choose between being a patriot or a traitor, all the characteristic Sundayisms appeared."

Boston Catholicism issued a mandate against him, but the Church in New York is thus placated:

"I am often asked by some mutt why I don't preach against the Catholics. I always reply: 'I find too much dirt, filth, and rubbish in our own Protestant back yards. It keeps me busy with a muck-rake, and I haven't time to stop to find fault with my neighbor across the street.'"

New York has proved the undoing of many ambitious religious exhorters, remarks the New York *Sun*, but none of them in recent years has assailed it under circumstances so propitious as those which surround the attack just begun. It follows:

"There is a spiritual quickening throughout the world, the effects of which are clearly visible here. The entrance of the United States into the war has stirred men of all conditions. The great principles that are at stake have been deeply impressed on the minds of all persons, and thousands long for adequate emotional expression.

"Because of these facts the prospects for a successful revival are excellent. Sunday's campaign has not become, as did that of Dowie, a jest before the doors of his Tabernacle open. The eccentricities of the exhorter have been advertised until their effect has been discounted. The successes he has to his credit can not be disregarded. The witnesses who testify in his behalf are too numerous to be ignored. In addition to these factors an intelligent and systematic preliminary canvass of the city has enlisted in his support many powerful agencies to insure for him a fair hearing, were he unable to obtain it for himself.

"The obstacles to a successful revival in New York City are great, but the individuals composing the population differ in no way from the inhabitants of other towns. Sunday's methods are based on a complete understanding of the psychology of the crowd, and here he will have to operate on a crowd larger than he has ever tackled before. Should he win, the effect of his efforts will be of transcendent importance; and if he can not succeed with the public in its present temper it will be years before another missionary will undertake the task."

The Morning Telegraph (New York), the leading daily authority on theatrical and racing events, sounds a confident note over the prospect, especially in respect to the move of the evangelist in disarming criticism of his money-making proclivities:

"Billy Sunday reached New York at the psychological hour. He is militant, and it is conceded by most persons that he is sincere. He is American, the son of a soldier, and he is a patriot. As a 'fighting parson' his blows have been directed against the forces of evil heretofore. Sometimes these forces are very material, but it is the spiritual reaction that has engaged his talents. We fail to see how the Billy Sunday who excoriates certain forms of human depravity, or what he conceives to be human depravity, is essentially different from the Billy Sunday who combats Prussian Junkerism, German militarism, and those national elements responsible for the rape of Belgium, the destruction of Serbia, the overthrow of Montenegro, and the sack of northern France.

"As a recruiting influence he should be a power just now when a recruiting campaign is coeval with what he is pleased and proud to call his own campaign against the devil. He should be encouraged. He struck the proper note at his first meeting and he has spiked the only gun his critics can level against him by announcing that the free-will offering at the close of his work here will be devoted to war-relief. That free-will offering should be a million dollars."

THE "POILU" IN HEAVEN

THE *POILU* IN HEAVEN is the theme of a little book by Max Leclerc, written with charming naïveté in the easy dialect of Anjou. No one would suspect him of having heard of James Russell Lowell or of Lowell's poem written for the Burns Centennial of 1859, yet the machinery of the poem and of the recent book are oddly coincident. Burns as well as the *poilu* are treated as newcomers in Heaven, there confessing their sins and finding illustrious predecessors ready to plead their cause. The following account of "La Passion de Notre Frère le Poilu" [The Passion of Our Brother Soldier] is translated from the *Haagsche Post*:

"The poor, simple soldier, who is hastily called away from his plow, speaks in the dialect of his place of birth, because he could not otherwise express his childlike, uneducated farmer's ideas.

"Our man, who is illiterate and unskilled, has no chance to be assigned to duty at the rear, or as he expresses it:

Faut êt' ouvrier ou notaire,
Pour faire son devoir sur l'Front d'l'arrière.

[You'd have to have a trade or be a lawyer,
To be allowed to serve your country in the front ranks of the rear.]

"Our hero must go to the actual front, where he is hit by flying shrapnel, which rips open his side ('son pow' coûté ouart'). Then his soul is transported to the highest heaven after he dies. On his arrival there he finds the way to Paradise.

There was St. Peter at the gate
Busy at beating the rugs,
And he said in a loud voice:
'Wipe your feet, take first turn to the right
And in the rear you'll find the Judgment-Hall;
You can sit down on a bench and wait.'

He goes to the waiting-room, sits on the bench, gives his name, numbers of his battalion and his company, his wounds, 'tout l'fourbi,' his whole history, to an angel in a white shirt. But he does not have to wait long, his name is called and he is let

into a beautiful church . . .
Way at the end, was our Good Lord
Sitting on a sun, between
Christ and the Virgin.

"The blue garment of the Holy Virgin, the red robe of the Son, and the long white flowing beard of God the Father (*Gûieu le Père*) remind him of the French flag. Around and behind the Deity are 'heaps of saints,' mostly military saints like St. George, St. Michael, St. Hubert, Charlemagne with his long beard; others, too: St. Anthony, who kept the little pig in his cell, St. Labre, who never washed nor changed his clothes; many others, whom our *poilu* only knew from pictures, and still many others. . . . He has to give his life's story, to confess honestly without hiding anything. All he can say is, that he was a farmer owning two oxen, a horse, a cow, a wife, some chickens, and, with your permission, 'un gorin,' a piggy. . . .

'They know me, the piggies,'
Said St. Anthony,
'Blessings on you, brother.'
But our Lord he frowned
And St. Anthony became very demure.

He is then asked if he sinned often since he became a soldier. Well, to tell the truth—he has been drunk once. But then Noah intercedes for him: 'C'est point ben grand péché!' [Not such a great sin]. Then he had to go to the guard-house once, but it was unjust, because he had only cut a piece out of his coat to mend his pants and another time because he had vermin, but he has an excuse:

J'ons eu tant de poux,
Que j'ons jamais pu les occir tous,
'Moé, j'les gardais,' dit l'bon Saint Labre.

[I had so many fleas,
That I could never kill them all,
'I protected them also,' said the good St. Labre.]

Whereupon the fastidious St. Michael in disgust pushes the unclean but good-hearted saint back with the flat of his flaming sword.

"But will the Good Lord also take into consideration that the

poor *poilu* suffered a lot? Cold and heat, hunger, thirst, and miles and miles of marching with sore and bleeding feet. And once he carried a wounded comrade for a long distance:

Malgré qu'moi-meim' j'étions ben las!
Et Saint Simon disait tout bas:
Comm' nous, Seigneur, au Golgotha! . . .

[Altho I was all worn out myself,
And St. Simon whispered,
Like us, Master, at Golgotha.]

"Yes, he has sinned, but he has atoned for it. And now he is a soul without a body and mortally pale, bled to death through his gaping wounds. But when he talks of his country '*pour qui j'm'ai fait trouver la peau*' [for which he had himself drilled full of holes], then the Highest Judge smiles, and behind him the skies open and reveal the angel hosts:

And among them with happy smiles,
Were many *poilus*,
With coats of sky blue,
That looked as if made to order,
And gold caps, they had on.
Our *poilu* in the crowd,
Sang with them with all his heart:
'Glory be to God in the highest!'
While the angels in the light
Sang in answer from all sides:
'Peace on earth for all men of good-will.'

"This ends the Passion Play of *Notre-Frère-le-Poilu* in simple religious conviction. The plain language of the farmer-soldier, his clear, childlike vision of Heaven and the Supreme Justice, remind one of the naive mystery-plays of the Middle Ages."

THE UNSEMLINESS OF FUNERALS

DEATH IS SO FAMILIAR a companion in war-time that a revision of our modes of dealing with its immediate presence is pertinent to the relief of human anguish. A writer in *The Congregationalist* (Boston) finds that "one of the anomalies of a supposedly advancing Christian civilization is the continuance of the fear of death." Every funeral service, he points out, might become "a ceremony of holy joy rather than the pitiful acknowledgment of defeated hopes." Instead of the "atmosphere of superstition in even Christian customs," he would prefer that "a man shall die as he lives, in the same spirit of confidence and joy." He goes on to plead that in the hour of death "the one who is departing shall be treated not as one who is defeated, but as one who has a right to go as well as to come." It is "the height of weakness and the direct repudiation of faith," he declares, "not to accept death when it finally comes as a part of the process of life." Indeed,

"What we so often dare to call 'untimely death' may be far more necessary to the evolution of high personality than a few added years of earthly life. Else all belief in the immortality of the soul is moonshine and all faith in the triumph of personal identity the veriest twaddle. It is the part of courageous manhood to talk of approaching death without fear or gloom. Parting with the dearest friend may find its sorrow tempered by deep satisfaction for the new opportunity opening before the loved one. Every such parting may become a new inspiration to those who remain behind to anticipate with joy their own opportunity when it shall come.

"All noble theories waver, however, in the face of the conventional funeral customs which have been inherited from the distant past and have lost much of their original significance in the process of transmission. What civilization has superimposed upon paganism in these customs is largely in the interest not of reality but of social sham. The presence of the body at a funeral-service is pagan superstition; the enclosure of the body in a bronze casket is the ostentatious display of a false civilization. Flowers of the field are the tribute of pagan simplicity; hot-house exotics gathered at unreasonable expense are civilization's excuse for simplicity and genuine emotion. Paganism had at least the virtue of ignorance in burning the dead body—undoubtedly the most sanitary method.

"Our cemeteries, crowded with all manner of pretentious shapes of marble, with withered wreaths paying sentimental

tribute, are memorials not to the worthy lives of those who have gone but to the failure of an otherwise intelligent society to use either its capacity for reason or for faith. Far better the burning pyres on the banks of the Ganges and the ashes scattered on the bosom of the sacred river, symbol of the never-dying stream of life.

"With the spirit gone the place where the body is laid becomes so-called 'hallowed ground' and is visited and wept over as if spirit were nothing and flesh were all. Many a life has been weakened and even wrecked for future earthly usefulness by reason of that six feet of earth where the body of a loved one was laid. If in the love of the departed and in the courage of faith the bereaved one could have forgotten the grave and entered into the spiritual inspiration of the unseen life there would have been enriched instead of impoverished years ahead, and death would truly have lost its sting."

Almost at the same time the *New York Globe* reproduces a letter describing how in one household was banished "the unchristian horror" with which custom has loaded funerals; "the pagan gloom that has obscured the entrance upon 'the beautiful adventure.'" The writer of the letter had just lost his mother, and wrote to Dr. Frank Crane, of *The Globe*, an account of what happened in his home, evidently of the Christian Science faith:

"DEAR FRIEND: My mother is dead. I don't need to tell you that it was a merciful Providence that took her out of the pain she has been suffering. I don't know whether I need to tell you, either, that my sister didn't let the flag lie long in the dust before she was the new captain of our lost cause. But I don't think anybody could have guessed—I'm sure I didn't—that my sister kept this house full of sunshine in the blackest of days, and made my mother's passing on seem as glorious and sweet as my mother's life.

"I came home with my blood freezing, as I thought of the crape on the door, a coffin in the front room, the hushed voices and black dresses, the funeral sermon, and a final harrowing scene at the grave.

"That was because I didn't know how far ahead of that age of barbarism my mother and Nora had planned. They decided that there should be no memories of my mother in this house but the bright ones.

"The evening that my mother died her body was taken to a chapel. There was no crape on the door. There was no weeping, were no black dresses; and, except for an occasional catch in the voice now and then, my sister and my aunts and uncles went right on with life in such a way that a stranger sitting at our table with us or on the front porch could never have guessed.

"Captain Nora held them all steady. The company of the lost cause went right on forward with never a waver in the line. I reckon it will never surrender. It will just be wiped out and end like that famous Texan in the Alamo. They took him dead, with his back against a wall, and thirty-seven dead Mexicans strewn around him.

"Did they whip him?

"If they did, it was a hell of a victory, and Mexico probably passes over the story without going into details.

"Some sob sisters of the old school closed in on Captain Nora from the rear. As our uncles and aunts began to arrive the Captain needed help and she swiftly drafted the block's best cooks and commandeered two motor-cars. She had to call on a sympathetic lady next door. When Captain Nora got to her front door she heard the good soul sobbing up-stairs: 'I just can't meet her, the poor, dear girl! I just can't meet her!'

"Mrs. B.—' called our Captain. 'Come to the door, please!'

"Mrs. B.— came on a quick trot.

"I'll need tapioca for ten at 6:30,' says the Captain. 'Please don't fail me.'

"Pretty soon the block got the idea into its head that an old-fashioned chamber of horrors show wasn't on the bill. Some of them protested at first, and got the swift lash of discipline; but before it was over they all took off their hats to her and let civilization have the right of way.

"Even the funeral had not a touch of horror in it. At the chapel a woman in white read a chapter from the Bible and something from Mrs. Eddy; then led in the Lord's Prayer. At the grave she read a psalm. That was all the ceremony, and it was all poetry, not all horror.

"I went back to the house and looked around in it, and it was all still as bright with my mother's spirit as it was before. Then we all went to work again."

BELGIAN CHILDREN'S FUND REACHES OVER \$450,000

NOTHING HAS PLEASED US MORE, in this work which THE LITERARY DIGEST has been doing for over a million underfed Belgian children, than the quick and eager help afforded by public-school pupils, Sunday-school scholars, and students in the higher institutions of learning. Their willingness and their zeal in serving this philanthropy have been our daily encouragement, causing but one regret—that limitations of space forbade such an account of their service as could have been given for the inspiration of others. No day has passed without bringing letters, from teachers and their scholars, revealing so noble a spirit of sympathy and sacrifice as to compel quicker heart-beats if not the tribute of tears.

From the pupils of Crosby High School, Waterbury, Conn., came \$201, "raised in a campaign of merely two weeks," which "meant a denial of many movie shows and sundaes."

Sending \$125, "a subscription from members of the Department of Physics of Cornell University," and adding, "Other Departments are following our lead," one great institution of learning gives encouragement and sets a worthy example for every university and college in the land.

Undertaking to raise one twelve-dollar unit, the girls of St. Andrew's Institute, at Willoughby, Ohio, sacrificed so much, of lunches and otherwise, and worked so hard, that they raised three such units and had right to be proud of it.

"In the name of the Christian young people of Newark, Ohio," came \$206, "to help with the feeding of the poor little Belgians." All the various young people's societies of the churches joined forces and had one day of collecting old magazines, papers, etc. Wagons and motors were put at their disposal; "a good-hearted junkman helped with the cause and sold the collection without profits," the Boy Scouts assisted; the city papers gave free advertising. And lo, what a fine result!

From Westhampton Beach, L. I., comes a remittance of \$14—"a self-sacrificing gift from the children of the fourth and fifth grades in our public school and from the Sunday-school in our church," writes the Methodist pastor.

Many donors could not be more sympathetic if they had actually seen the Belgian children, pictured on this page, in the basement room where they were gathered while they could look at the flag they had learned to love, each trying to satisfy hunger with the single bowl of soup.

"IT MEANT ME" LETTERS have come in freely since the communication was printed bearing that signature, with its very personal appeal. They have contained "unit" remittances, and other sums, and have been so full of interest that we would gladly give them space, but our limitations forbid. "It Meant Me" struck a responsive chord because it came directly from the writer's heart. A host of good people have had their sympathy stirred by Belgium's need, and especially by the needs of Belgian Children, who have felt that the calls in their home, or the demands of their business, offered good

reason why their charity should not reach out so far. But many such have seen a new light on personal duty, have accepted eagerly the personal opportunity presented; and the proofs of their sacrifice have been eloquent. So, likewise, with others who delayed remittance.

In Orange, Mass., children of the public schools gave an entertainment to raise the money for the purchase of a victrola, then voted unanimously to give that up, and remitted all they raised, \$117.50, to help feed the hungry.

The Grosse Isle Protective Association for maintaining order in their community of 1,200 people, near Detroit, having \$103.10 in their treasury, appropriated it all for the Belgian children.

Since the above was put in type Mr. Herbert C. Hoover has accepted chairmanship of the new Food Board of the United States, but says that he will continue as Chairman of the Belgian Relief Commission, tho he will shortly return to this country. His helpful assurance is:

"The Dutch have taken over control of relief inside Belgium and northern France and opened relations with the German Government, the activities of the Belgian Relief Commission now being confined to financing the purchase and delivery of supplies at the Belgian frontier. My very able and long-experienced colleagues, Messrs. Honnold, Poland, Brown, Grey, and Kellogg, are entirely able, any one of them, to carry on the direction of the relief work. I shall, however, give them such assistance on the financial side as may be necessary."

Make all checks, money-orders, or other remittances payable to Belgian Children's Fund, make them as large as possible, and address all letters to Belgian Children's Fund, care of THE LITERARY DIGEST, 354-360 Fourth Avenue, New York.



ONE SCHOOL GROUP OF BELGIAN CHILDREN EATING THEIR SOUP WHILE THE AMERICAN FLAG COULD BE SEEN BY THEM.

Contributions to THE BELGIAN CHILDREN'S FUND—Received from April 4 to April 10 inclusive.

\$1,204.84—Asheville, N. C., Belgian Baby Fund. Contributors: St. Genevieve School \$135.00, Bingham School \$100.00, A Lover of Babies \$100.00, Oakhurst School \$79.00, City High School \$77.05, Raymond L. Ashly \$72.00, Orange Street School \$69.00, Central M. E. Sunday School \$56.45, Asheville Farm School \$50.00, Normal & Collegiate Institute \$34.28, L'Aria Fresca School \$32.10, Mrs. Jno. M. P. Patten \$31.50, Negro Schools \$30.39, Mr. and Mrs. Nelson Perry \$27.00, Mrs. P. R. Bennett \$24.00, Negro Y. M. C. A. \$22.50, Home School & Pease House \$15.00, Montford School \$13.00, A Friend of Belgium \$12.00, F. W. Pierpont \$12.00, Friends \$12.00, Mrs. Robt. Bingham \$12.00, Mrs. J. Kennedy \$12.00, Dr. Chas. L. Minor \$12.00, Miss K. Rickards \$12.00, Contributions of less than \$12.00 each \$152.37.

\$1,000.00—Again the People of Lancaster, Pa., through the continued efforts of "The New Era," bountifully contribute to feed the starving children of Belgium, making a total from Lancaster of \$13,000.

\$1,000.00—Rev. and Mrs. Reid S. Dickson.

\$600.00—Village of Hinsdale, Ill.

\$600.00—Curtis & Brother, Inc.

\$509.45—Second generous contribution from the subscribers to UNGDOM through Mr. O. C. Olsen.

\$371.78—People of Hillsdale, Mich., through the hearty interest and cooperation of "The Hillsdale Daily News."

\$331.26—Additional from the generous people of Oil City, Pa., through Helen Mar Steele.

\$300.00—Mr. and Mrs. W. S. Walker, through Mr. F. C. Chambers.

\$250.00—W. J. and B. A. Thomas.

\$200.00—The People of Macon, Ga., through the enterprise of the Macon "Telegraph," again remember the starving children of Belgium.

\$200.00—W. S. Moore Grain Co.

\$192.00—Bible School, Trinity Congregational Church.

\$163.37—Citizens of Atlantic, Iowa.

\$156.35—Students of Southern Baptist Theological Seminary.

\$150.00—Additional contribution from The People of the City of Lake Forest, Ill., through Hon. W. M. Lewis.

\$138.05—Citizens of Bladen, Neb.

\$136.80—First United Presbyterian Church Sabbath School, Washington, Iowa.

\$130.00—A further contribution from the School Children of the City of Petersburg, Va.

\$125.00—N. A. Archer and Miss Sile.

\$125.00—Maude C. S. diRosa.

\$120.00 Each—Mrs. Julius H. Haass, John M. Barton, Employees of The Arkansas Land & Lumber Company, Malvern, Ark., Oscar Hinrichs, G. H. Mackey.

\$117.50—Children of The Public Schools, Orange, Mass.
 \$113.76—From the Town of Tazewell, Va. Contributors:
 \$50.00 W. F. Harman, \$20.76 Mr. and Mrs. B. White,
 \$12.00 A. J. Higginbotham, \$31.00 Contributions of less
 than \$12.00 each.
 \$105.00—Oakland Charge, M. E. Church, Oakland,
 Iowa.
 \$103.66—Garfield Grange 317 of Estacada, Oregon:
 \$25.00 A. E. Sparks, \$24.00 Estacada State Bank, \$11.00
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 Reed, W. H. H. Wade, A. German Friend, \$3.00 Mrs.
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 Sadie Bland, Mrs. Lady, 41c The Kaake Children, 25c
 each A. Friend, Mrs. Martha Tracy, Mrs. Anna Mikulesky.
 \$103.10—The Grosse Ile Protective Association, Detroit,
 Mich.
 \$101.50—Employees of The Whitaker Paper Co., Cin-
 cinnati, Ohio.
 \$100.00 Each—"Georgia," Everett L. Brown, The Little
 Helpers' Auxiliary, R. E. Lee Memorial Church, Lexing-
 ton, Va., Capt. J. W. Stilwell and Family, C. Y. Semple,
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 Southern District, Division of Valuation, Chattanooga,
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 \$77.65—Church of The Brethren, Woodland, Mich.
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 \$75.00 Each—"H. F.," Employees of the Interstate
 Commerce Commission, Washington, D. C.
 \$69.11—Greenbrier County, West Virginia.
 \$67.00—People of Skagway, Alaska.
 \$65.00 Each—Reed Corners Baptist Church, Canan-
 daigua, N. Y., Second United Presbyterian Church,
 Washington, Iowa.
 \$60.00 Each—H. R. Hamilton, Mrs. Henry R. Hamilton,
 Miss Haskell's School, Boston, Mass., Pickerington, Ohio,
 Sunday School, "H. V. B.," Cochine.
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 \$58.75—First Baptist Church, Belton, S. C.
 \$58.00—Carrollton Belgian Relief Association, Carroll,
 Iowa.
 \$56.85—Teachers and Students of The Business College,
 Detroit, Mich.
 \$54.10—People of Duluth, Minn.
 \$52.00—Christ's Lutheran Church, Shrewsbury, Pa.
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 Walmsley, K. R. Travis, Mr. and Mrs. Jno. E. Morrison,
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 Boston News Bureau, Boston, Mass., John Carruthers,
 "G. A. K.," W. A. Brown, "Anonymous," W. H. Dick-
 son, M. F. Perry.
 \$48.00 Each—Employees of Superior Portland Cement
 Co., Seattle, Wash., Mrs. Amelia Bellisein, Albert
 Powers.
 \$45.75—Welsh Congregational Church, Edwardsville, Pa.
 \$45.65—Trinity Methodist Church, New Britain, Conn.
 \$45.59—Community of Liberty, Ind.
 \$45.28—Church of The Brethren, Mapleville, Md.
 \$45.15—Churches of Clover, Va.
 \$45.00—Buffalo United Presbyterian Church, Slate Lick,
 Pa.
 \$44.00—"In Jesus' Name," Detroit, Mich.
 \$42.91—People of Cook, Minn.
 \$41.58—Churches of Sulphur, Ky.
 \$40.30—Jefferson School, Duluth, Minn.
 \$37.58—Church of The Brethren, Brownsville, Md.
 \$37.50—Mr. and Mrs. George R. Walker.
 \$36.00 Each—The Friends and Moore Haven, Fla. Sun-
 day School, Aid Society of the College Hill Presbyterian
 Church, Cincinnati, Ohio, Ohio Club of Delavan, Wis.,
 Five Public School Teachers of Toledo, Ohio, Mary R.
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 \$30.00 Each—U. S. G. L. O. Survey, Canon, Ariz.,
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 \$26.00—H. B. Lehman, Melrose Highlands Congrega-
 tional Church, Melrose, Mass.
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 and Mrs. K. F. Morse, H. C. Harris, John Stewart,

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 McDonough, Sr., Mrs. Louis C. Maynard, Nelson Bart-
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 Mrs. A. K. Wallin, Adelaide R. Thomas, T. W. Harris,
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 Taber, W. S. Lindsey, T. Harry Thompson, Wm. T.
 Moore, H. E. Wright, Harry S. S., Margaret Post Brad-
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 A. C. Rogers, M. Anne C. Douglas, Miss Martha Hird,
 John F. Steinman, Jas. W. Stewart, A. Teacher, Anthony,
 Kans., C. A. Turner, H. E. Dunne, Mr. and Mrs. L. L.
 Breckenridge, In Memory of My Father, "Anonymous,"
 Mamie B. Auther, Samuel Perrine, Mr. and Mrs. Clar-
 ence Griggs.

\$24.50—Pine Run Presbyterian Sunday School, Markle,
 Pa.

\$24.00 Each—C. H. Hatton, H. S. Hadley, Dr. and
 Mrs. M. L. W., Jr., Dan M. Heekin, First Presbyterian
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 mann, Church of The Brethren Sunday School, Woodland,
 Mich., Annie Kirkland Warren, Earl Reeve, Dr. Kenosha
 Sessions, Wheatland, N. D., Dramatic Club, P. S. Meak,
 C. R. Ferner, M. E. Church, Benton, Wis., Arthur W.
 Hartwell, Mrs. L. Arnstein, "C" and "W," From the
 Children of the Ossining, N. Y., School, Mr. and Mrs.
 H. H. Lichtwardt, T. J. Riordan, May F. Simpkins,
 Numerous Anonymous Items.

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\$22.00—Employees Pueblo Savings & Trust Co., Pueblo,
 Colo.

\$21.33—Oakland, Me., Baptist Church.

\$21.11—Primitive Methodist Church, Morris Run, Pa.
 \$21.00 Each—Episcopal Church, Brownsville, Texas,
 Nineteenth Century Club of Provo, Utah.

\$20.85—St. Mark's Catholic Church, Skagway, Alaska.

\$20.47—St. Benjamin's Lutheran Church, Westminster,
 Md.

\$20.34—St. Mark's Church, Easton, Pa.

\$20.25—First Presbyterian Sunday School, Johnson
 City, Tenn.

\$20.00 Each—Methodist Protestant Church, Middle-
 bourne, W. Va., Worthington, Pa. United Presbyterian
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 Mills, Mrs. Nellie Bell, J. C. Steward, Bethel United
 Evangelical Church, Quakertown, Pa., C. E. Ayre, Mr.
 and Mrs. F. W. Gates, F. H. Robinson, Isabel W. Gold-
 man, Wm. P. Foster, W. S. and C. S. Cooper, Mrs. K.
 Seattle, "A Mother of One."

\$19.40—Brethren in Christ Sunday School, Mechanics-
 burg, Pa.

\$19.08—First Baptist Church, La Grange, Ill.

\$18.50—Churches of Delta, Colo.

\$18.35—Churches of Waynesboro, Va.

\$18.25—Second Presbyterian Church, Genoa, N. Y.

\$18.00—M. Jaap and Friends.

\$17.85—Citizens of Monroe, N. C.

\$17.57—Young People of West Cannon Baptist Church,
 Belmont, Mich.

\$17.00 Each—West End Methodist Church of Nash-
 ville, Tenn., through Mrs. Dempsey Weaver, Two Friends
 of Belgium, Six Friends of Miss M. A. Henry.

\$16.50—La Grange, Mo., Baptist Church.

\$16.09—Ephesus Baptist Church, Morrisville, N. C.

\$16.00 Each—La Grange, Ky. M. E. Church South,
 Ladies' Missionary Society, Sunday School and Junior
 Endeavor, Cambridge, Wis., Presbyterian Church.

\$15.71—Mrs. M. T. and Foster Powell.

\$15.57—St. John's Lutheran Church, Westminster, Md.

\$15.27—Schools of the Town of Glen, N. Y.

\$15.15—Schools of the Town of Mohawk, N. Y.

\$15.00 Each—A. I. P. Wood, "A. A. T.," Pittsburgh,
 Pa., Mrs. E. H. Rudd, Mrs. S. H. Greenleaf, R. W.
 Gordon, E. J. Gibson, R. J. Nye, "A Friend," Paw-
 tucket, R. I., F. A. Altenor, C. W. Clewell, Lottie M.
 Phillips, Q. W. Wales, Rev. and Mrs. Wm. E. Roe,
 M. S. Miller, Mrs. Ted A. Hull, Kathleen Thayer, Mrs.
 A. L. Cayer, Anna S. Harrington, O. W. Donart, Center
 Easton, Church, Charlotte, Mich., Concord Presbyterian
 Church, Pittsburgh, Pa., Geo. O. Thomas, Mary H.
 Stanton.

\$14.34—Pilgrim Congregational Church, Duxbury, Mass.

\$14.21—Schroon Lake, N. Y., Congregational Church.

\$14.20—Epworth Sunday School Class, Norfolk, Va.

\$14.00 Each—People of Dalton, Ga., First Congrega-
 tional Sunday School, Norwalk, Conn., North Avenue
 Presbyterian Church, New Rochelle, N. Y., Annie Camp-
 bell and Sister.

\$13.75—First Congregational Church, Cliftondale, Mass.

\$13.65—Grace Church, Siloam Springs, Ark.

\$13.50—Elizabeth H. Buckingham.

\$13.00 Each—Grand Bell Club, Cleveland Heights, Ohio,
 Employees of the Brinn & Jensen Co., Mrs. Robert L.
 Bernhardt.

\$12.50 Each—James B. Ryan, I. J. Hendricksen, Chas.
 J. Kraebel, Mrs. Lambert W. Jordan, Jr., New Jerusalem
 Sunday School, Brockton, Mass., Geo. Edwin Gwyn,
 Muriel Jennings, Arthur W. Morse, Schools of the Town
 of Amsterdam, N. Y., Lee W. Day, Elizabeth Madison.

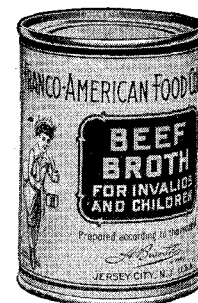
\$12.25 Each—C. N. Lovell, Schools of the Town of
 Florida, N. Y., Mr. and Mrs. E. J. Cox.

\$12.10 Each—Cherry Valley, N. Y., G. A. Rice.

\$12.07 Each—The Woman's Club of Newport, Pa.,
 G. E. Behr, Jr.

\$12.05—Louise M. Nichols.

\$12.00 Each—E. E. Burns, Katherine B. Kurtz, Allen-
 town, Pa., College for Women, Mrs. C. T. Knapp, Miss
 Jessie Oliver, Edith Miller, S. H. Diehl, Gertrude Span-
 gle, Margaret Irving, B. V. H. Johnson, Arthur L.
 Place, R. B. Fisher, Alice G. Brickelmaier, J. B. Hil-
 lard, Lois and Marian Svensrud, Rena Cary Sheffield,
 B. M. Shepard, Albany, Ohio, M. E. Church, Mr. and
 Mrs. I. A. Stevens, Dorothy A. Walker, B. C. Guild,
 F. E. and B. T. Sparks, H. B. Jones, Dr. Louis L.
 Brun, E. S. Schulte, Elizabeth G. Powell, Hart C.
 Fenn, G. Francis Gray, J. Carl Finch, Anna A. Moss,
 Mrs. Edward Benson, "It Meant Me, Too," E. W.



First "aides"
to the physician

Ready for the
patient at a
moment's notice!

What a relief this is to
the physician! To know
that anywhere and at all
times he has simply to
prescribe Franco-
American Broth in order
to obtain instantly a
pure, appetizing meat
broth of known uniform
strength, delightful and
beneficial to the patient!

Franco-
American
Broths

(Sterilized)

for Invalids
and Children



Not only do these broths
free the doctor and the nurse
from dependence upon the
uncertain service of the home
kitchen, but they also relieve
the mother of much unneces-
sary trouble. These whole-
some meat broths are splendid
for her children (well or sick).
They stimulate the digestive
juices, keep digestion active.
Being all ready to serve, they
offer the busy mother a ready-
to-hand, finely beneficial
liquid diet for her babies and
children.

Beef Chicken Mutton

May be taken hot or cold
Require no preparation
Sold by leading grocers

15 cents the can



Makers of
FRANCO-AMERICAN SOUPS



That Commodity Called Service

THE service surrounding Goodyear Tires begins with the beginning of the tires.

That care spent in the gathering and selection of rude materials for Goodyear Tires is part of it.

That wealth of labor and concern lavished on the making of Goodyear Tires is another part of it.

That effort given to get Goodyear Tires from factory to user in the best possible way and at the lowest possible cost, is yet another part of it.

And perhaps the most important part of all is the one supplementing these three.

The part played by the Goodyear Service Station Dealer.

* * *

We recognize in the goodness of Goodyear Tires the inevitable foundation of whatever credit or censure we are to receive at the public's hands.

We know this goodness to be the source and current of any reward that may come to us.

Naturally we seek to preserve and protect it by every means within our power.

And we conceive the Goodyear Service Station Dealer and his function to be the most desirable and effective means possible.

* * *

A healthy human body, brought to an intricate perfection by natural and scientific services, can be weakened and wrecked by abuse.

So can an automobile tire—any

automobile tire—even a Goodyear Tire.

Though we build never so carefully, though we safeguard by fine material and expert manufacture—by unstinted and merciless inspection—our tires' inherent goodness can be overthrown and their natural usefulness frustrated, by neglect and ill-treatment.

We have not done enough when we have built mileage *into* our tires, our service is not complete—we must help the user get this mileage *out*.

This is precisely the mission of the Goodyear Service Station Dealer.

He is the trustee of Goodyear goodness.

* * *

There are fifteen thousand Goodyear Service Station Dealers scattered throughout the United States—in the great cities, in the smaller towns, in rural hamlets.

Wherever you find them they are identified by the Goodyear Service Station Sign shown at the top of this advertisement.

Wherever you find them they are all of a piece—eager to earn their reasonable profit by giving real service, to hold your business by getting your friendship.

They advise tires of proper sizes; they provide proper inflation; they examine wheels for alignment; they test brakes for uniform pressure; they instruct in the timely repair; they guard you against the thousand and one forms of tire abuse you may innocently inflict.

They translate the goodness built in Goodyear Tires into miles delivered you upon the road.

* * *

Goodyear Service Station Dealers place your satisfaction above their immediate profit.

They are not philanthropists; they are simply good business men.

They forego the extra discounts they might make by selling other tires not from any altruistic motive, but solely because they believe Goodyear Tires will bring them more business in the long run.

They believe that to make a small profit on many sales is better business than to make a large profit on a few sales, and is a better foundation for permanent business.

They believe that it is also good business to give such service as will give Goodyear users maximum enjoyment and use of their tires with the least effort, time and expense.

They recognize the beneficent principle of service as working both ways.

* * *

That commodity called Service as delivered in Goodyear Tires is brimming value, unflawed excellence, expert construction and positive utility.

As carried forward by Goodyear Service Station Dealers it includes convenience, square dealing, economy and prolonged satisfaction.

These men project that service which begins with the beginning of Goodyear Tires to the very rims of the motor cars they equip.

They lift from the individual tire user the burden of caring for his tires as they should be cared for to deliver their full measure of usefulness.

They supplement in the highest degree practicable, that quality in Goodyear Tires which makes them go farther, last longer, cost less in the end.

The Goodyear Tire & Rubber Co.
Akron, Ohio

GOODYEAR
AKRON



A May-Time Breakfast

Make It a Reality

If an artist painted a May-time breakfast, the center dish would be berries.

But not berries alone. The berry dish is twice as dainty mixed with airy Puffed Grains.

Add sugar and cream to that mixture, and you have the finest dish in the world.

Flaky, Toasted Bubbles

These are whole grains of wheat and rice, puffed by steam explosions. Prof. A. P. Anderson invented the process to break up every food cell.

A fearful heat is applied for an hour, which gives a nut-like flavor. Then the grains are shot from guns: Every granule is exploded. And the grains come out like bubbles, puffed to eight times normal size.

The object is easy digestion. But the result is a food confection. Never was anything half so enticing made from these grains before.

Puffed Wheat Puffed Rice

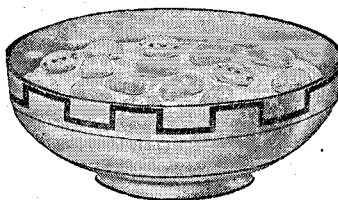
and Corn Puffs

Each 15c Except in Far West

May-Time Suppers

For luncheons and suppers millions of people serve them in bowls of milk. They form airy morsels, thin and flaky, with a toasted nut-like flavor.

They supply whole-grain foods, with their minerals and vitamins, of which few get



enough. And in a form where every atom feeds.

In this form they do not tax the stomach. So they are mid-day foods for brain-workers, and bedtime foods for children. Serve them more frequently.

There is nothing else like them. Keep all three kinds on hand.

The Quaker Oats Company

Sole Makers

(1567)

Shaw, G. Russell Goff, "E. P. F." Knoxville, "Two Friends," "American," San Francisco, "I. S. G." A. E. Schafer, E. B. Pry, Charlotte Paulson, John W. McElhinney, Fred B. Schoaff, Winifred O. Clarke, Fredrika Brelford, Minnie D. Freeman, Mrs. Wm. Pilson, Susan R. Shoaff, Misses Temple, Mary P. Clarke, Harold E. Spencer, J. N. Mulford, Julia R. Foster, Beaver Dam Church, Edward L. Rice, Ruth O'Hair, Primary Dept., State Normal School, Dover Baptist Church of Barren County, Ky., M. S. Lewis, Public School Children of the Third and Fourth Grades, Morris, Okla., Mr. George Ingersoll, Wilson Literary Society, State Normal School, Florence, Ala., Mr. and Mrs. Clinton B. Alexander, The Friday Club, Omaha, Neb., Grammar Dept., State Normal School, Florence, Ala., Homer H. Wincoff, "I. C. J." Rev. W. H. Hodge, A Reading Club, Tacoma, Wash., E. A. Smith, E. R. Diggs, J. E. Bishop, Austin F. Crittenden, "A. R. E." W. J. and M. K. Spencer, C. B. Hunt, Margaret C. Heller, Mrs. Robert Hood, W. C. Hawley, Katherine Stewart, Miss Julia Byrnes, A. H. Featherstone, Chas. W. Metz, Mrs. Brice Mitchell, Mrs. A. F. Senechal, H. R. Allen, P. H. Henry, Evelyn Gray, R. A. Baker and L. D. Lagarde, Mrs. Wm. Provost, Jr., Miss Jane B. Provost, O. D. Kellogg, Miss Edith T. Kellogg, Edwin W. Voorhis, Mrs. Elizabeth G. Bartlett, Ed. Beeson, Romayne and Elizabeth Warren, Friends in Los Angeles, Cal., Adda Whitmore, Alice Whitmore, R. M. D'Orr, Bethel Union Sunday School, near Delta, Colo., C. D. Butchart, Billie and Mary Louise Petite, M. H. Thomlinson, B. O. Brinson and Friends, Duluth Branch American Peace Society, Mrs. A. G. Wright, Commercial Travelers' Class, First M. E. Church, DuBois, Pa., Mrs. Oscar M. Londer, W. G. Hartman, Chas. Elander, Baptist Young People's Union, Flaxville, Mont., "P. H. M." First Presbyterian Church, Chester, Pa., E. D. Milford, Mary H. Wilson, G. T. Kronost, Mrs. A. A. Gossard, Charles Whitmore, "From 1914," Mary H. Fowler, Lesley Ruth Frazier, Mrs. H. S. Bristol, C. R. McCotter, Mrs. Francis J. Devlin, G. Monach, St. John's Presbyterian Church, Berkeley, Cal., Madeline C. Nash, Children of The Eighth Grade, New Mexico Normal School, Silver City, N. M., M. E. Walker, Belle S. Lederman, C. H. Dunning, Librarians of Harrisburg, Pa., Gertrude M. Holt, C. W. Forman, Stewart K. Smith, York Lumber & Manufacturing Company, Gerald DeVeaux, C. P. Bodine, A. Minnesota Stenographer, L. Lucile Turner, Gladys Wood, Arthur F., Jr., Bradford and Calvin Durand Yaggy, Mildred B. Washburn, Gertrude Friend, Dr. J. S. Wierbach, Woman's Club, Beaver, Pa., D. J. Walker, M. B. Finch, F. P. Kirlin, Mrs. M. and Clara Cowgill, Woman's Auxiliary of Christ Church, Watertown, Conn., Mr. and Mrs. H. J. Strehlan, Mrs. Pittman, Frances Meyer, San Francisco, Rev. E. S. Scott, J. D. Christiansen, From Nurses and Others, San Bernardino, Cal., Robert D. White, Caxton Club, Birmingham, Ala., F. P. Ford, Miss Mary A. Finch, Bethany Bible Class, Kane, Pa., Seventh Grade, Third Ward School, Clearfield, Pa., W. J. Bracken, Hazel A. Hildreth, Dr. E. E. Pajunen, W. C. Logan, Mr. and Mrs. S. W. Landon, J. W. Rookledge, William Jennings, Mrs. Edward P. Kelly, Miss A. M. C. Dupree, Gleaners Sunday School Class, Church of The Brethren, Dallas Center, Iowa, John C. Eden, Mrs. Harrison C. Robertson, Edith D. Egleson, Congregational Missionary Society, Reno, Nev., John Conboy, J. J. Coachman, Wm. C. Pancake, Hon. W. N. Seibert, Adams Lodge No. 819 F. & A. M., The Tuesday Bridge Club of Etna Mills, Cal., Robert H. Miller, J. W. Wheatley, Miss Cordelia Erwin, S. L. Barnes, United Presbyterian Church, Franklinville, N. Y., James R. Stirrat, Leona Magill, Numerous Anonymous Items.

Contributions of less than \$12.00 each—\$1,857.64.
Reported this week—\$21,827.45.
Previously reported—\$428,457.73.
Grand Total—\$450,285.18.

Southern "Kunnels."—A group of Northerners at a hotel in Louisville were poking fun at the partiality of Southerners for the titles of "Colonel," "Major," and "Judge."

"What is a colonel hereabouts?" asked one of the group, and there immediately followed a discussion. Finally a colored attendant was drawn in.

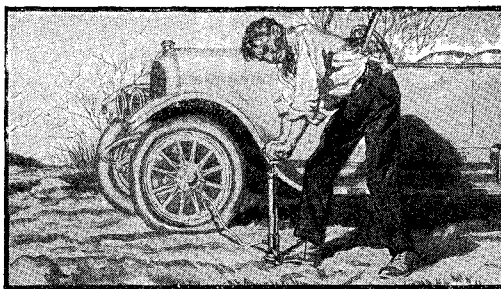
"Well, gents," said the negro, "dere's lots of ways to answer dat question. I'se knowed folks what was born kunnels—it jest run in de blood foh generations. An' I'se knowed folks what was jest app'inted to be kunnels. An' yit others what was made kunnels by bein' kind to niggers. Foh instance, any man dat gives me a dollah is a kunnel to me hencefo'th foreveh."—*Everybody's Magazine.*

WARNING!

BEWARE OF SUBSCRIPTION SWINDLERS!

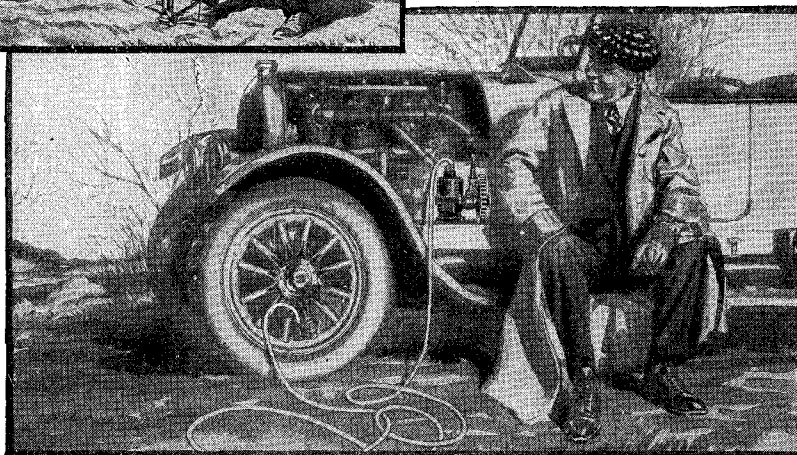
Swindlers are at work throughout the country soliciting subscriptions for popular periodicals. We urge that no money be paid to strangers even tho they exhibit printed matter apparently authorizing them to represent us, and especially when they offer cut rates or a bonus. THE LITERARY DIGEST mailing list showing dates of expiration of subscriptions is never given out to any one for collection of renewals. Better send subscriptions direct, or postpone giving your order until you can make inquiry. If you have reason to suspect that the members of your community are being swindled, notify your chief of police or sheriff, and the publishers, and arrange another interview with the agent at which you can take such action jointly as may seem proper.

FUNK & WAGNALLS COMPANY,
354-360 Fourth Avenue,
New York City.



Pumping tires the old way—hard dirty work

With a Cassco Tire Pump your engine does the work



No More Back-Breaking Work Your Engine Does Your Pumping

Ever get out into the boiling sun or pouring rain to pump up your tires with a hand-pump? You have to take off your coat and labor like a slave for ten or fifteen minutes. That ruins your clothes and your temper.

It's not efficient either. You cut the job as short as possible, and so your tires are not properly inflated. Tire manufacturers state that tires will give 25%, 50% and even 100% more mileage if kept properly inflated; that short mileage due to under-inflation costs you \$30 or \$40 a year.

You don't need to do back-breaking work with a hand-pump every time your tires need pumping. For little more than the cost of a hand-pump, for a small fraction of what under-inflation costs you every year, you can buy a Cassco Engine-Driven Tire Pump.

Saves energy, time, tires

The Cassco Engine-Driven Tire Pump saves your energy, your time and your tires.

It pumps up your tires to standard pressure quicker and better than you can

possibly pump them by hand—or with any other engine-driven tire pump. This means about 50% extra mileage.

99.2% factory built; not assembled

The Cassco Pump is not assembled; it is actually *built*. 99.2% of the pump is manufactured in the West Side Foundry Co. shops. We save more than 25% because we do not have to pay profits on various parts to several manufacturers. You get the benefit of these savings.

Designed by expert engineers

The Cassco Pump was designed by expert engineers. Simple and scientific in design. Takes up little space. Easy to install. Always ready for service. With one easy motion of your hand you can mesh or unmesh the gears. Never out of order.

Dry air; no oil spray

The air from the Cassco Pump is dry and clean. The new Cassco design of piston and cylinder prevents oil spray. Oil ruins tires.

The Cassco Pump will inflate a 34x4 tire to 80 lbs. pressure in 90 seconds. Smaller tires take proportionately less time.

In ordering specify make, year and model of your car.

Put a Cassco Pump on your car today.

Manufacturers

THE WEST SIDE FOUNDRY CO., Troy, N. Y.

Sales Department

EDWARD A. CASSIDY CO., Inc.

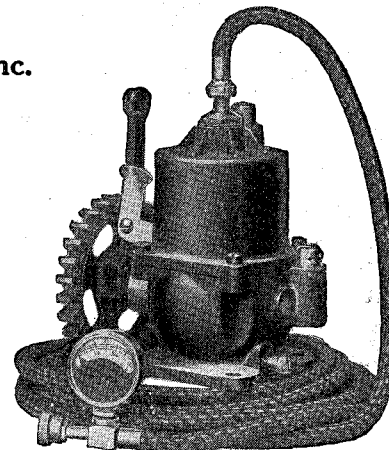
282 Madison Ave., New York

Complete with all fittings, including finest gauge made. Easy to install.

\$10

Ford Special \$8

Complete with all fittings, including gauge. Easy to install.



\$10 Model

CASSCO TIRE PUMP

ENGINE DRIVEN

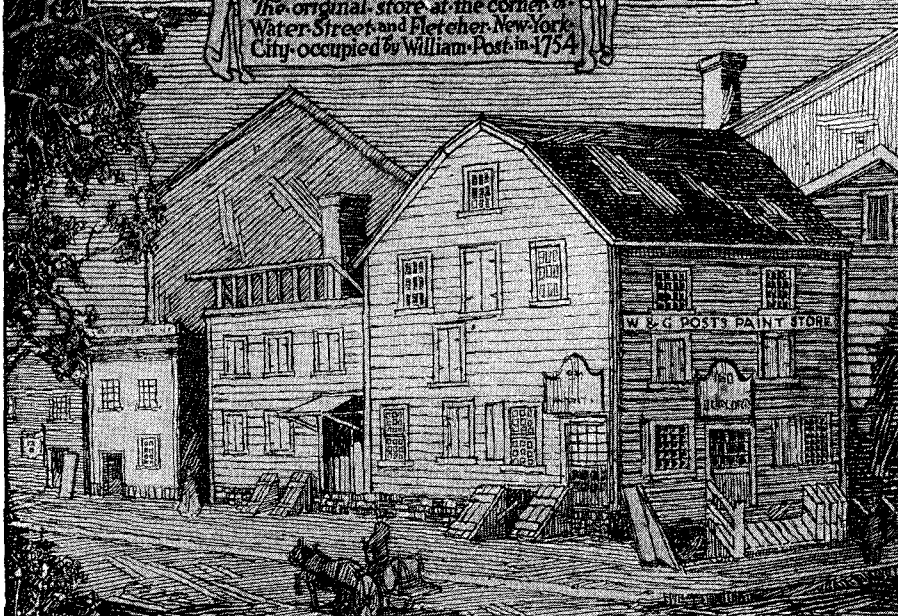


The oldest manufacturing concern in AMERICA.
Founded in New York in 1754

For 163 years DEVOE has been making good paint.
This is indicative of the satisfaction DEVOE paints have given to innumerable customers for 163 years.
DEVOE paints are still made by the old-time painter's formula—pure white lead, pure white zinc, pure linseed oil, pure turpentine—AND NOTHING ELSE.
Time has proved that DEVOE "takes fewer gallons and wears longer."

DEVOE
Maker of old-time
paints and varnishes
DEVOE & RAYNOLDS CO., Inc.
New York and Chicago

The original store at the corner of Water Street and Fletcher New York City occupied by William Post in 1754



CURRENT POETRY

SO much war-poetry has been written since August, 1914, that to-day a war-poem must be extraordinarily good to seem worth the paper to print it. The chief virtue of the poem from the New York Tribune to which we give the place of honor this week is its refreshing novelty of view-point. Mr. Towne's conception of life after death is not very exalted; indeed, it is not even spiritual. But it is interesting, and the idea is stated in lines of impressive dignity.

AFTERWARDS

BY CHARLES HANSON TOWNE

The sick man said: "I pray I shall not die
Before this tumult which now rocks the earth
Shall cease. I dread far journeyings to God
Ere I have heard the final shots of war,
And learned the outcome of this holocaust."

Yet one night, while the guns still roared and
flashed,

His spirit left his body; left the earth
Which he had loved in sad, disastrous days,
And sped to heav'n amid the glittering stars
And the white splendor of the quiet moon.

One instant—and a hundred years rushed by!
And he, a new immortal, found his way
Among the great celestial hills of God.
Then suddenly one memory of earth
Flashed like a meteor's flame across his mind.

One instant—and another hundred years!
And even the dream of that poor little place
Which he had known was lost in greater spheres
Through which he whirled; and old remembrances
Were but as flecks of dust blown down the night;
And nothing mattered, save that suns and moons
Swung in the ether for unnumbered worlds
High, high above the pebble of the earth.

Irene Rutherford McCleod's "Sword
Blades" (B. W. Huebsch) is inferior to
her first volume of verses, but it is spirited
and sincere. Here is a characteristically
vivacious lyric.

YOUTH

BY IRENE RUTHERFORD MCCLEOD

Down the valleys and up the hills,
Comes youth with wind behind him!
O, in his hands are daffodils,
And never a bond shall bind him!

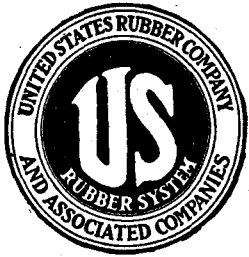
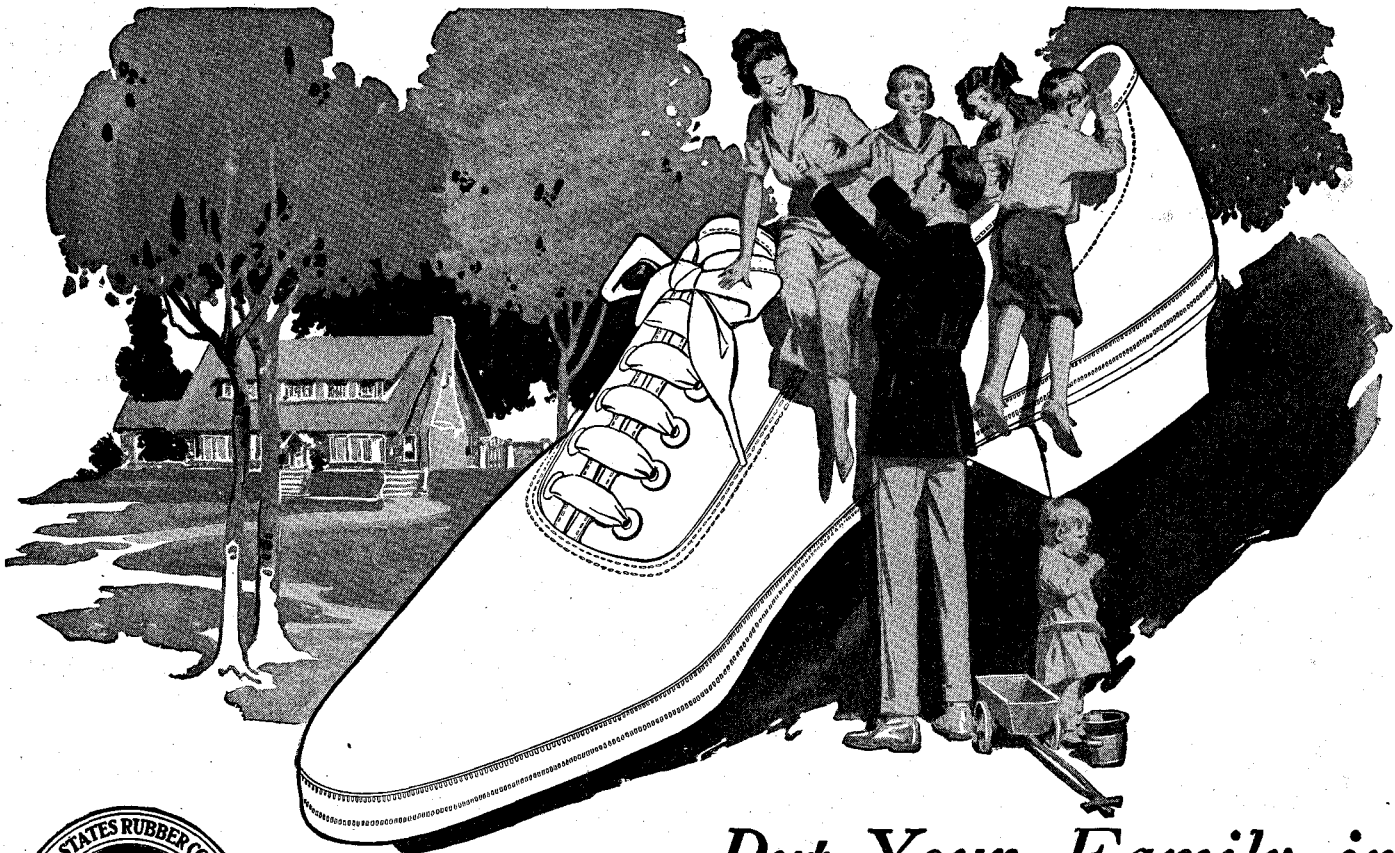
Beneath the blessing of his feet
The young green corn is singing.
O, April rain is warm and sweet,
And all the earth is springing!

The star of the dawn is in his hair,
His lightning eyes are tearless.
O, every venture he will dare,
And his rebel heart is fearless!

His lovely lips are pitiless,
He spurns the old before him;
O, they vainly clutch at his passing dress,
And curse him and adore him!

He walks unashamed and unafraid,
And wind is ever behind him!
O, at his side is a burning blade,
And never a bond shall bind him!

A few years ago, the verses that appeared in college-magazines were almost without exception humorous—at least in purpose. *Vers de société* was the sort of writing in which the undergraduate poet chiefly desired to excel. Now, however, the college-poet is attracted by the subjects that attract his older fellow craftsmen. He takes his art seriously, and not infrequently he writes verse that deserves and



Put Your Family in Keds

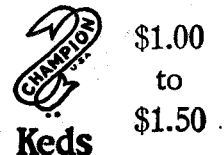
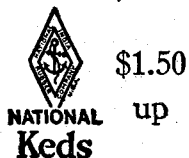
Canvas Rubber-soled Footwear for Men, Women and Children

KEDS is the name to guide you to grace, beauty and solid comfort in footwear. Keds is the new name of an old-established family of ultra-stylish, serviceable and comfortable rubber-soled shoes with uppers of a specially woven fine grade of canvas.

If you glory in a light, springy step, full of noiseless grace, ask your dealer for Keds. There are many styles and shapes. You can find your particular Keds, whether for the fashionable boulevard or afternoon tea on your own porch.

Keds are vogue—they are worn by particular dressers at all the smart places—they add a refreshing grace to the dainty feet of society women—they give substantial wear with good looks and solid comfort to business men—for children they are next to going “barefoot.”

There are three grades of Keds. Choose the kind you want. You are sure of wear in every pair. Each grade carries with it the reputation of the largest rubber manufacturer in the world.



There is style in Keds. They are built on popular lasts and approved by fashion authorities.

There is comfort in Keds. The tops offer full, elastic support; the soles are durable, flexible and buoyant.

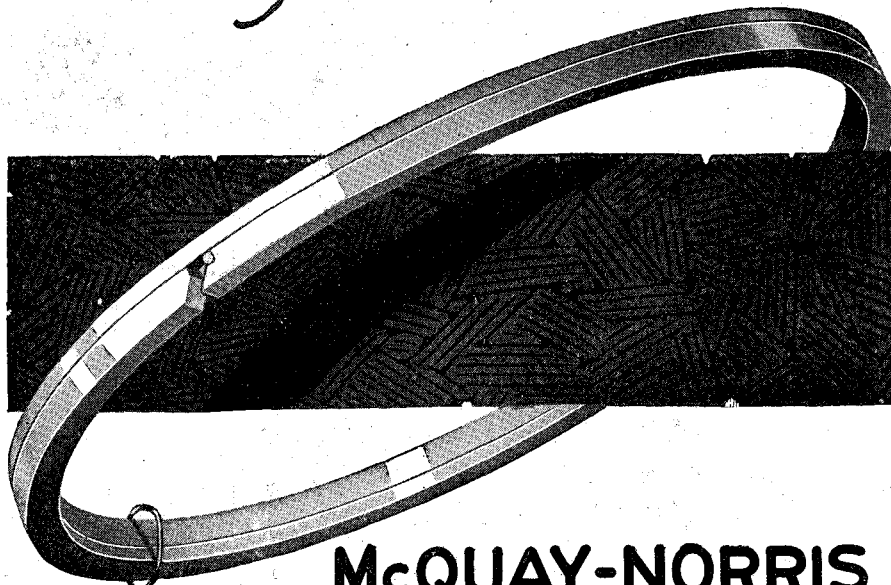
There is economy in Keds. Cost considered, Keds outwear any other footwear yet devised.

Ask your dealer to show you Keds and shoe the family in style and comfort.

United States Rubber Company

New York

Say the full name when you order



McQUAY-NORRIS LEAK-PROOF PISTON RINGS

This will insure you against the substitute and imitation piston rings sold as **LEAK-PROOF**.

The McQuay-Norris ring is the only piston ring that has a right to the name **LEAK-PROOF**. It is trade-marked. Because of the mechanical perfection of its design it is the only piston ring that is truly and efficiently "leakproof" in service. That design is the exclusive property of the McQuay-Norris Manufacturing Company—the inventors and manufacturers of the Genuine **LEAK-PROOF** Piston Ring.

Jobbers everywhere carry complete service stocks. All over-sizes in widths and diameters immediately available. Sold and installed by your garage or repair man.

As an assurance of getting the genuine, have your garage or repair man send you the empty containers—one container for each ring—with his bill.

SEND FOR FREE BOOKLET

"To Have and to Hold Power"—the standard hand book on gas engine compression. Simple, sensible, informative—of great value to anyone who owns or operates any motor or engine. Write Department LD.

Manufactured by

McQuay-Norris Mfg. Co., St. Louis, U. S. A.

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New York	Chicago	Philadelphia	Pittsburg
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Canadian Factory: W. H. Banfield & Sons, Ltd., 372 Pape Ave., Toronto



The Genuine—

packed this way for your protection. See that all McQuay-Norris **LEAK-PROOF** Piston Rings are packed in this special carton under this copyrighted label; each ring separately contained in this sealed parchment container. It protects you against substitution; protects the ring against rust and rough handling.

obtains a hearing outside the walls of the college. Some of the best of the poetry that has been written in past years by the students of Notre Dame University has been gathered into a small volume by Speer Strahan and Charles L. O'Donnell, C.S.C., and published by the University Press with the modest title "Notre Dame Verse." It is an admirable collection, worthy of the traditions of the University that has numbered among its professors such men of letters as Charles Warren Stoddard and Maurice Francis Egan. From it we make two selections: the first, a splendidly descriptive lyric, and the second, a finely wrought sonnet rich in historical significance.

IN MARCH

BY CHARLES J. FLYNN

A wild wind and a flying moan,
And clouds that drift and lower:
A heart that leaps at the thought, how soon
The earth will be in flower.

Behind the gust and the ragged cloud
And the sound of loosening floods
I see young May, with her fair hair bowed
In a waking world of buds.

IN THE GREEK ROOM

BY CHARLES L. O'DONNELL

Greece struck a starward way and smote her name
Across the outrolled page of heaven's blue;
Clouds clung for ivy round her walls that grew
Out of the inmost heart of earth's iron frame.
About her brow a million suns aflame;
Eagles for aerie to her temples flew—
All power, all genius to herself she drew,
Till at her heart corruption's canker came.

Then star on star she saw her splendor fade,
Stone fell from stone as deeper struck the rust,
Till, feeble remnant of a world decayed,
Down-toppling came an avalanche of dust.
Here where we see her lights go down the Styx,
What reads blind Homer in yon crucifix?

Here is a bit of Celtic magic, a hearty home-coming song. The sorrow of the exile from Ireland has produced much noble poetry. This poet gives us the other side of the shield, the joy of the Irishman whose exile is over. We take it from "Songs of Creelabeg" (The Devin-Adair Company).

GOING HOME

BY P. J. CARROLL

'Tis worth the score of years to be returning
Back o'er a smooth sea with a track of foam.
There's a gray frost on the pane, and a turf-fire
burning.

And young eyes watching for the coming home.

Ah, you'd be glad, too, to hear the engines
pounding.

And you going back where white fields are
spread.

Your heart would run before, so you'd soon be
rounding

The Moorna hills, behind near Kerry Head.

Good-by to the city where my heart was pining
For a speck of the sky, for a blade of dewy
grass!

In Creelabeg there's a gentle sun a-shining
Between the showers that dance for you and
pass.

Ah, Creelabeg! I can't live on without you,
So I'm going back with Christmas in the air.
I went from you, but never did I doubt you,—
Put fresh turf on, dears: I will soon be there!

In England much attention has been attracted recently by poems bearing the signature "X." Of the author it is known

only that he is an Englishman who has given two sons to the war. The verses have been published in this country by Doubleday, Page & Co., under the title "War-Poems—By X." From this unusual volume we quote a poem which expresses, simply and poignantly, a most tragic phase of warfare—the heartbreak of the mother whose son has gone to battle.

COME YOUNG LADS FIRST

By X

Sergeant went a-walking
 Wi' ribbons in his cap.
 "Ho-ho," says he, "his Majesty
 Wants just another chap,
 An' as 'tis plain, for married men
 He no more cares a rap,
 Come young lads first!"

Wherefore the bairn I suckled
 Goes now in khaki drest;
 So young is he that he med be
 Still cozy from my breast;
 But he marches with his chin up
 An' his chest out, like the rest—
 Come young lads first!

Old Squire says, "Oh, yes, oh, yes,
 'Twill do him worlds of good";
 An' parson says that losing bairns,
 If rightly understood,
 Is blessed, an' 'tis sweet, he says,
 For th' King to shed your blood—
 Come young lads first!

"Abram," he says, "gave Isaac,
 As writ in Holy Word.
 An' Mary broke the precious box
 At the feet of our dear Lord;
 So you must give your boy," he says,
 "To carry England's sword,
 Come young lads first!"

They speak you fair, do gentlemen,
 But not more fair or free
 Than my young son, who's just the one
 His father used to be;
 And when I said he med be killed
 He angers up at me,
 "Come young lads first!"

For he's no lad that hides his mind
 An' he's no lad that feigns;
 An' while he spoke my heart came back
 As easy of its pains
 As when his father courted me
 Along the scented lanes—
 Come young lads first!

A woman has her love (it is
 Her glory and her crown)
 Which many waters can not quench
 An' the great floods can not drown;
 But men have that which passes love
 When they hear the bugles blown—
 Come young lads first!

An' so the bairn I suckled
 Goes now in khaki drest;
 So young is he that he med be
 Still cozy from my breast;
 An' marches with his chin up
 An' his chest out, like the rest—
 Come young lads first!

From "Sunflowers: A Book of Kansas Poems," selected by Willard Wattles (A. C. McClurg & Co.) we take this epigrammatic expression of homesickness:

KANSAS AND LONDON

By HARRY KEMP

Where the vast and cloudless sky was broken by
 one crow
 I sat upon a hill—all alone—long ago, . . .
 But I never felt so lonely and so out of God's way
 As here, where I brush elbows with a thousand
 every day.

SPARTON

Motorhorns

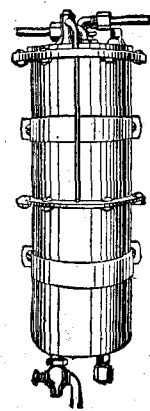


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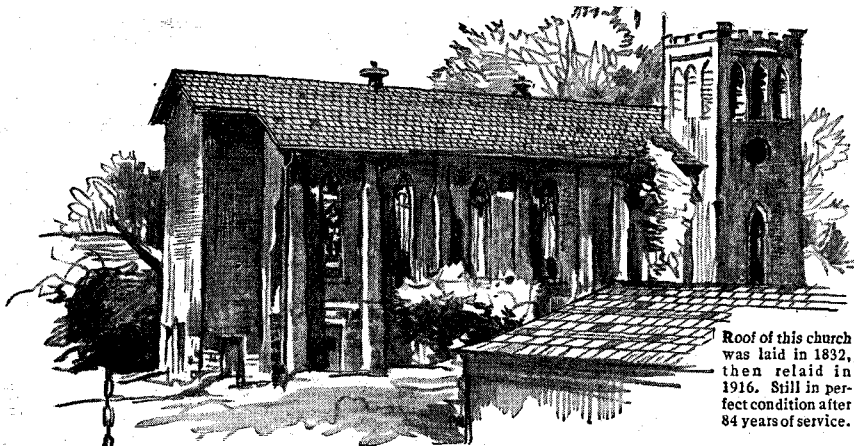


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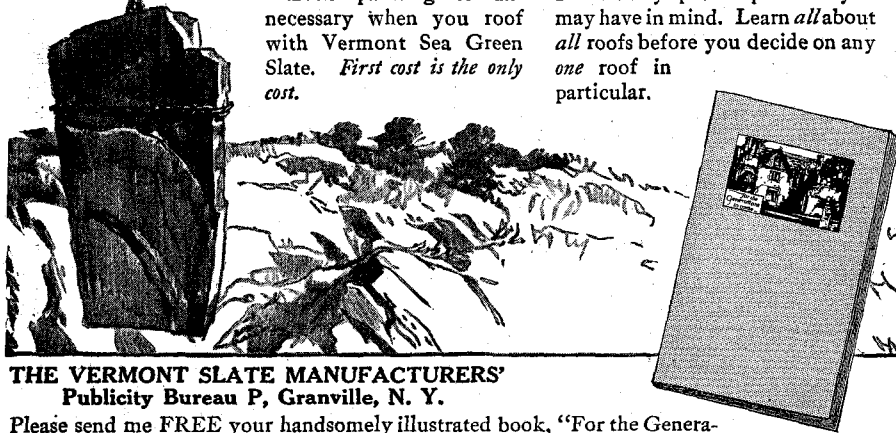
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PERSONAL GLIMPSES

BACK FROM SIBERIA

THE men in the Irkutsk prison were watching eight fellow prisoners flogged when the Provincial State Attorney suddenly appeared in the doorway. "Russia is a republic," he cried, "and you are free!" The news of the revolution had reached Siberia, and an hour afterward prisoners and political exiles began their race back to Russia. It is estimated that there are a hundred thousand of them traveling from the almost inaccessible mines and settlements to the nearest point on the Trans-Siberian Railway, going by sledge if they can; if not, walking in reckless haste. For they are engaged in a race against time. The spring thaw is approaching, and if the exiles do not reach the railroad within two weeks the roads will become seas of mud, even in the coldest settlements of the lower Lena, and it will be impossible to move forward until the ice breaks on the rivers two months later. A correspondent of the Associated Press who was an eye-witness of the exodus writes in the New York *Evening World*:

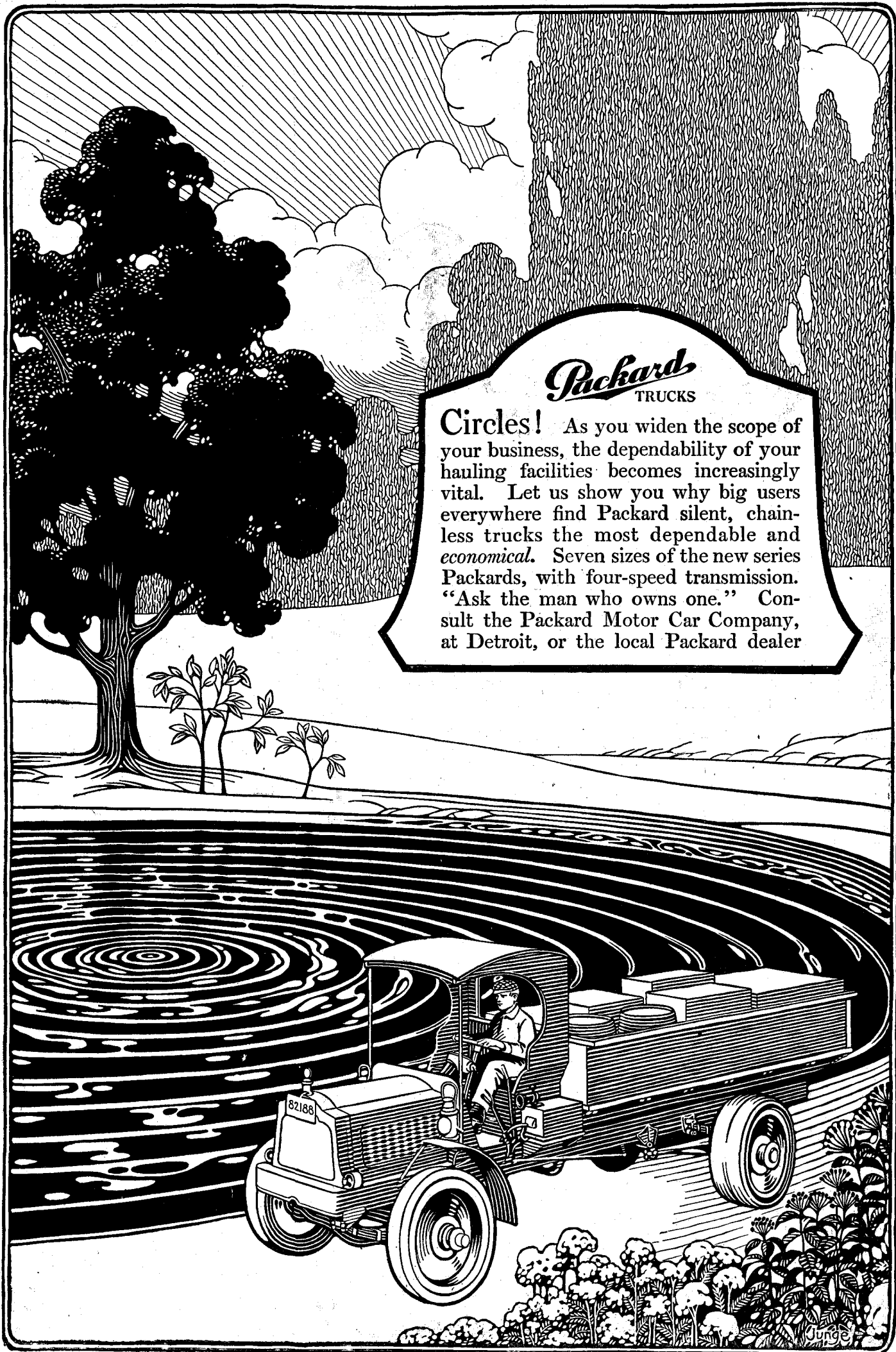
The first large party consisted of one hundred and fifty political convicts and administrative exiles, including twenty members of the Jewish revolutionary band. The exiles were traveling in special cars and had been on the road continuously from March 24, five days after they first heard of the revolution.

The cars were met by a vast crowd at the railroad-station, which cheered them tumultuously. The returning exiles returned the cheers, but they were in a deplorable physical condition—shaggy, uncouth, unwashed, and extremely emaciated.

Many were crippled with rheumatism, two had lost hands and feet from frost-bites, and one, who attempted flight a week before the revolution, had been shot in the leg when he was recaptured. He was lying in a prison-hospital when he learned that he was a free man.

Five days after the triumph of the revolution 6,000 exiles entered Irkutsk, but the vast majority were unable to proceed west, owing to the lack of rolling-stock. These encamped about the town and along the railroad, and at least a month will be needed before they can be sent home.

The president of the Exile Reception Committee in Ekaterinburg estimates that fully one hundred thousand prisoners are on their way back, and, large as this figure is, he claims that it does not comprise all the Russians sent to Siberia for political offenses, or even all who have survived the hardships and the ill-treatment incident upon their daily life before the liberation. Many men and women have married and made their homes in Siberia, and do not wish to leave. Those returning to Russia had been, in many cases, actually imprisoned—under conditions which make a report of the worst jail in this country read like a sociologist's



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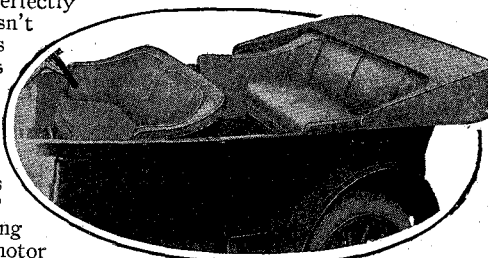
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dream. Describing his talks with the freed prisoners, the correspondent writes:

The crowds at Tyumen cheered the famous terrorist, Nicolai Anuikhin, who shot and killed the chief of the Petrograd-Warsaw Railway in 1906. His victim, General Fuchloff, was about to kidnap 400 railroad strikers and send them to Siberia.

Anuikhin, who introduced himself as "a released jailbird," is a gigantic, broad-shouldered, elderly man, with a gray imperial and an excited manner of speech. He said:

"After one year in European convict prisons I spent ten years in the Alexandrovsk prison, fifty miles from Irkutsk. This is the biggest convict jail in Russia and contained 12,000 ordinary criminals and about 500 political prisoners, mostly sentenced to life *katroga*, the severest form of Russian punishment short of death.

"I spent the first five years in the so-called probation class, with hands and feet manacled and chained to a wheelbarrow which I had to take everywhere. In addition I was repeatedly flogged by order of the Governor. The Assistant Governor, during the absence of his chief, ordered daily floggings for his own satisfaction.

"The occupants of the different dormitories communicated by means of tappings and other systems of signaling. Altho we also had means of communication with the outside world, we knew nothing of the revolution until the morning of our release.

"After our release we learned that the Assistant Governor, on getting the news of the revolution, declared that he would give a farewell flogging, 'in order to prepare my jailbirds for sweet liberty.'

Among the political prisoners from Tobolsk is Alexander Popoff, who was sentenced to death for an alleged plot against the Emperor, a charge which he declares was a fabrication by the police. Popoff, who is a highly intelligent artisan, was chained by the wrists and ankles for four years. In describing his release, he says in *The World*:

"A most remarkable feature of amnesty day in Tobolsk was the sudden demand for blacksmiths. The prison blacksmith, fearing the vengeance of the convicts, fled, and private blacksmiths, in the general orgy of revolutionary triumph, could not be found.

"In the meantime sixty chained men waited for their liberation. The newly formed committee of public safety, unable to find blacksmiths, drove the still chained convicts to the dismissed Governor's palace, where a banquet had been prepared, and we had our first free meal. Above the din of speeches and cheers for the Russian Republic could be heard the jangling of our shackles."

The news of the revolution reached the prisoners in Siberia by various channels, but in all cases the announcement was unexpected and dramatic. In several places the police were wise enough to tell the news themselves in order to escape the danger of suddenly finding themselves in the power of men they had abused with impunity for years. The reports seem to show that the exiles rarely rose against

their jailers, altho the interviewer quotes Basil Muravin, once a social revolutionist, as saying:

When the revolution occurred I was in the small Udinsk transport-prison awaiting the arrival of other convicts for dispatch together to the east. I had long lost hope of pardon when I learned that I was free. The discovery came in a most dramatic way. I was at the time in chains as a newcomer of unknown character. I heard a sudden shouting and afterward a terrific rifle-firing. It sounded as if a million cartridges had exploded in quick succession.

Next bullets began to fly over the prison-yard. Finally a bullet cut the halyard of the Russian flag which waved over the prison-building. The flag dropt on the roof and shortly afterward a crowd stormed the prison and hoisted there a revolutionary ensign. My last experience of the old régime was a visit by the former Governor of the jail, who, fearing retaliation, begged me to sign a statement acquitting him of ill-treatment. Tho his treatment of the convicts had been bad, I agreed, not desiring to mar Russia's new freedom by acts of petty vengeance.

In another case the priests announced the revolution in the churches. At once, reports *The World*:

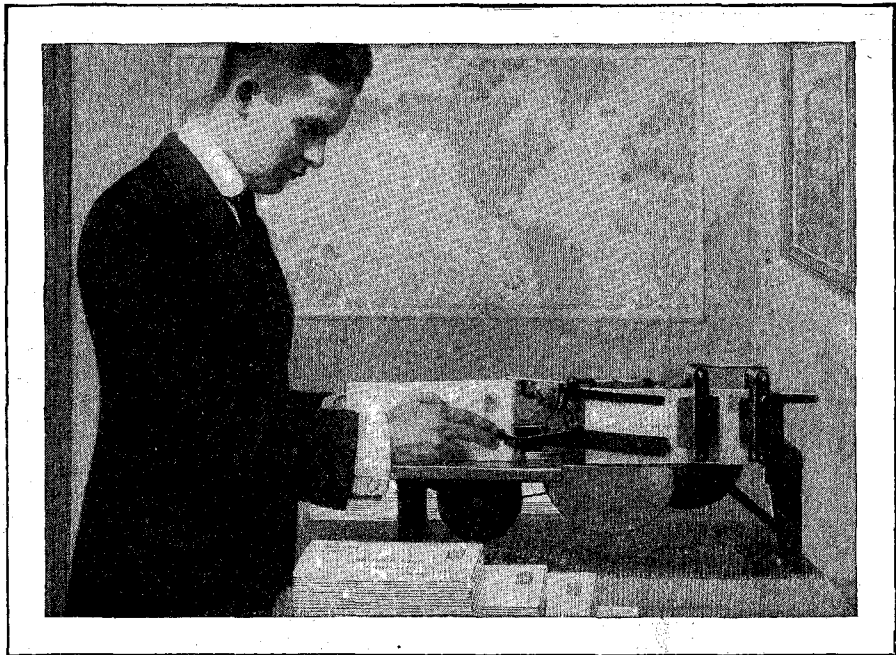
Fifty exiles, who were in the congregation, rushed out, determined on vengeance on the local police-captain, who was a wanton tyrant. They were met by the policeman's ten-year-old daughter, who stood before her father and exclaimed, "Kill me first!" The child's action saved the captain's life.

THE LESS HOURS THE MORE PAY

AT the present day a workman's wages look very generous until they are brought into contact with a bushel of potatoes; but if a laborer can do no more execution in the unending Battle of the Corner Grocery than he could a hundred years ago, it may be some satisfaction for him to learn how quickly he would starve to death had it not been for the amazing increase in wages during the last century. More and more money has been paid for fewer hours of work, but we suspect the actual work done in a day has not decreased. The old mechanic who worked from sunup till it was just light enough to see to put away the tools could never understand the man who quits work at twelve with his hammer in mid-air; nor could the modern union-member conceive of suspending work because one of the gang had thought of a good story. But let us quote the changes in wages and hours from the *St. Louis Post Dispatch*:

During the month of September, 1793, the corner-stone of the Capitol in Washington was put in place and work on the building was begun immediately thereafter. British mechanics performed most of the labor. Their day started at sunrise and ended at sunset, and the average of the wages paid was 50 cents.

One hundred and eleven years later, which makes the date 1904, ground was



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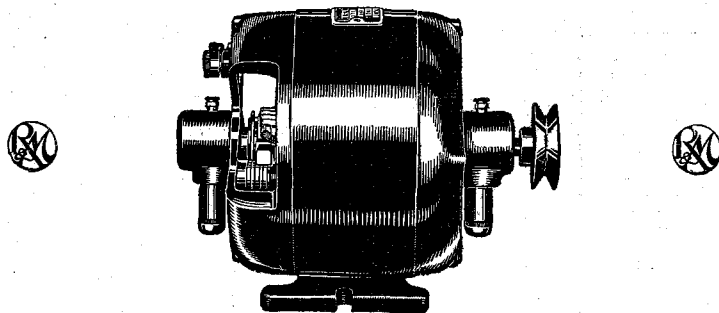
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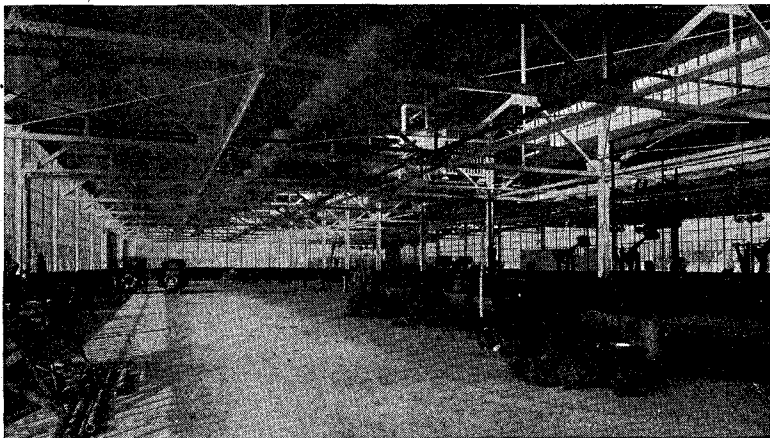
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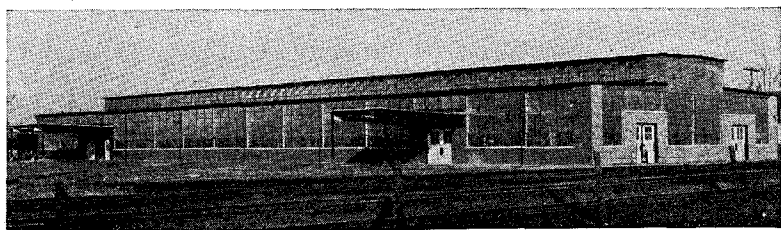
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broken in the city of Washington for a building that was to contain the offices and committee-rooms of the Senators in Congress. The work, which continued three years, was almost entirely done by American-born mechanics. Their day was eight hours long and their average pay was \$4.

In other words, the workman of 1904 received in one hour as much money as the workman of 1793 received in a day that began with the dawn and ended with the twilight.

The year after the signing of the Declaration of Independence, the selectmen of Newburyport in Massachusetts—the Colonies being at war and workmen being few—thought it advisable to establish a scale of wages. A carpenter, by their action, in no instance was to be paid more than \$1.33 a day, the length of which was from sunup to sundown. Carpenters now, in some localities, receive \$7 for eight hours' work.

Masons, at Newburyport, were prevented by law from demanding more than \$1.50 a day. The wages of bricklayers, stone-masons, and plasterers in 1916 ranged from \$4 to \$7, and they pull off their overalls and lock up their trowels at four o'clock in the afternoon.

The day-laborer of 1777 received 75 cents a day and his board, or \$1 if he boarded himself. His hours, too, were from "sun to sun." Railroad section-hands, teamsters, and other unskilled laborers are now paid from \$1.50 to \$3 a day. The once humble hod-carrier in more than one city gets 50 cents an hour.

Considering that the whole West was worth only \$13,000,000 when Jefferson bought it, those wages seem rather good at that. The first strike ended rather disastrously, *The Post Dispatch* observes, but about 1840 the movement which gave us the eight-hour day had its rise.

One has only to remember that the first strike of American workmen occurred in 1802, in New York. John Bach Masters, in his "History of the People of the United States," relates that sailors, who were receiving \$10 a month, demanded an increase to \$14. This being refused, they left their work and marched along the river-front, headed by a brass band. They coaxed or compelled other sailors to join the procession. However, "the constables were soon in pursuit, arrested the leader, lodged him in jail, and so ended the earliest of labor strikes."

In 1832, the master carpenters, masons, painters, and slaters of Boston met to debate the question: "Would a ten-hour day be a benefit?" The movement spread to other cities and strikes followed at several places. The workmen of the building trades demanded a ten-hour day and the privilege of stopping work at 6 p.m. on Saturdays during summer.

After eight years of agitation, the ten-hour day was established in Boston. During the same year, 1840, Martin Van Buren, President of the United States, ordered a ten-hour day in the Navy-Yard at Washington. The National Government having shown the way, the shorter day was gradually adopted everywhere, but not without many strikes and a great deal of commotion in politics. Candidates for public office were elected and defeated on the issue. Governor George F. Fort, of New Jersey, declared—and his words were caught up and are still being used by

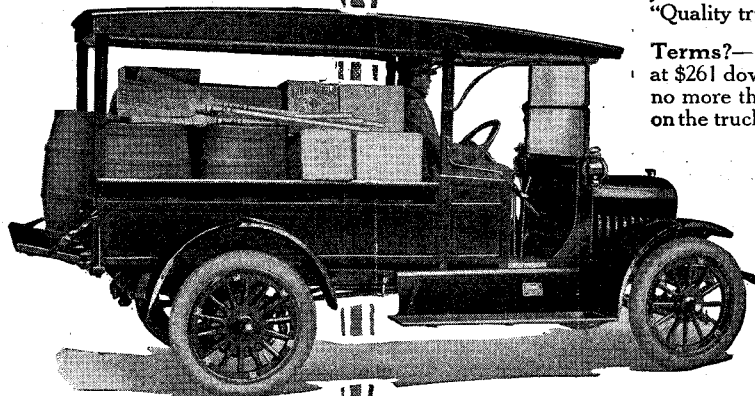


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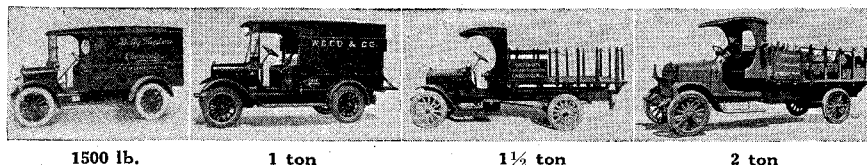
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The Bell Telephone Co.	Ward & Ward Baking Co.
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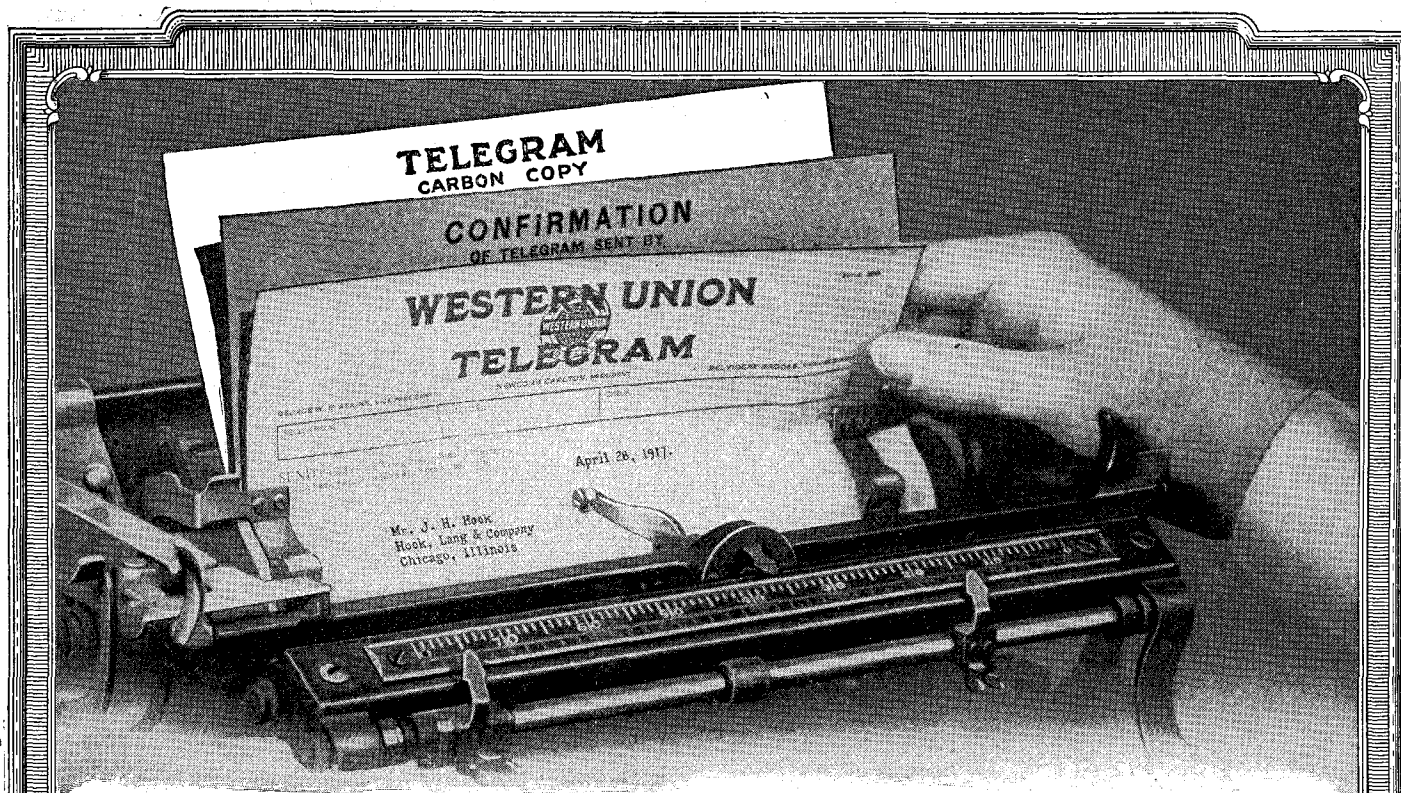


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The distinctive colors of the confirmation and of the carbon make each recognizable at sight, prevent mistakes, and save time.

Yet these are only *two* of the many valuable printed forms that are possible when you decide to standardize your office forms.

Hammermill Bond, "The Utility Business Paper," fits naturally into such a scheme of standardization.

It is made in twelve colors and white, and in three finishes—which produces a smooth, a ripple and a linen surface—enabling you to have a distinctive color for every form.

It is tough and durable, and is a quality paper. It is economical.

Your printer knows Hammermill Bond; knows [that he can supply it quickly, and will gladly co-operate with you. Talk to him about standardized printing.

We have prepared portfolios applying directly to nearly every line of business. Printers may have the full set. Many printers already have full sets of the Hammermill Portfolios.

Let us send you a portfolio which will show you how you can use Hammermill Bond. This portfolio is free. Ask for it on your letterhead.

HAMMERMILL PAPER COMPANY, ERIE, PENNSYLVANIA

Look for this watermark—it is our word of honor to the public

HAMMERMILL BOND

"The Utility Business Paper"

labor's speakers and writers—that "constant and unremitting toil prevents intellectual improvement and leads to physical and moral debasement." Fort was a physician, and what he said had great weight among the people.

Workmen came together throughout the East, made speeches, and adopted resolutions. The mill-operatives at Peterboro, in New Hampshire, quaintly asserted that "altho the evening and the morning are spoken of in the Scriptures, yet in that book no mention is made of an evening in the morning." They concluded, therefore, "that the practise of lighting up our factories in the morning and thereby making two evenings in every twenty-four hours is not only oppressive but unscriptural."

Seth Luther, a mechanic and an intelligent man, in a pamphlet published during the year 1832, said that the worker's day in the mills of New England ranged from twelve to fifteen hours in length. Even so late as 1844, the day started at five o'clock in the morning and ended at seven o'clock in the evening. Thirty minutes were allowed for breakfast and thirty minutes for dinner, eaten at noon.

The contest for a ten-hour day was finally won by labor after years of agitation, and the process of speeding up the factory made its appearance. Factories became better managed and machinery was introduced wherever possible. The slack was taken up in other ways. Grog, which had been served twice a day at all shipyards, was abolished. *The Post Dispatch* remarks of this step:

When Thacker Magoun notified his men that no more grog should be drunk in his shipyard, they wrote the words, "No Rum," on all his timbers and on the sides of his carpenter-shop. Some of the workers struck, but the order stood.

Richard F. Trevellick was a ship-carpenter in New York when the day's work began "just as the first sunbeam gilded the tallest spire in sight." He has shown the waste that marked the old twelve- and fourteen-hour system.

Aunt Arlie McVane, he has written, came to the yard at 8:30 o'clock in the morning with packets of doughnuts, ginger-bread, turnovers, and cookies. The men spent from ten to fifteen minutes refreshing themselves with her dainties. "No one ever hurried," Trevellick states, "during cake-time."

Two hours later, Johnny Grogan appeared with a huge board of stick candy and taffy. It required fifteen minutes for him to sell his stock and take his departure. At eleven o'clock "there was a general sailing out of the yard and into convenient grog-shops after whisky." There also were "four or five men among us, and one apprentice—not quite a year my senior—who used to sail out pretty regularly ten times a day on an average," and "two that went for whisky only when some one invited them to drink, and two who never went at all."

The afternoon was much like the morning, except that Uncle Jake Grider was the cake-peddler. His rounds were made at 3:30 and at five o'clock. Work stopt whenever he appeared. "Then at sundown," Trevellick says, as he puts the finishing strokes on his picture, "off home to supper." The ten-hour day, however,

AJAX TIRES

GUARANTEED IN WRITING 5000 MILES

97% Owners' Choice

*Ajax Tires Are Singled Out
by Motorists Who Know*

OVER 97 percent of all Ajax Tires in use are chosen by their owners. They are singled out, for reasons of quality, to take the place of the original tires supplied by the automobile manufacturer. This record is unique in tire-selling. A big fact—when you think it over.

Ajax sales are enormous—growing every day. And practically all this tremendous output goes to owners—less than 3 per cent to automobile manufacturers. Ajax goes to the motorist who wants better tire service than before—who knows that Ajax offers something more.

Proved Against Other Tires

For Ajax Tires are bought on their road showing. In thousands of cases an Ajax buyer starts with one Ajax Tire. He puts it on and makes it prove itself against his other tires.

And because Ajax actually *has* the inbuilt quality—because its stubborn vitality resists the hardest punishment—because it keeps its "kick" and vim—as his other tires wear out, he fills their places with Ajax Tires. Finally he's All-Ajax—and All-Ajax he stays.

Ajax materials and workmanship are highest grade. Ajax formulae are right. But the peculiar strength, resilience—the wonderful *uniformity* of Ajax Tires are in the Cure. Electrical Science replaces

human uncertainty in the Ajax Automatic Heat-Control Device—

"The Clock With a Trigger"

It measures—regulates to the smallest fraction, time and heat—adjusts each hair's breadth change of temperature—automatically "blows-off" the terrific heat volume just at the second a perfect Cure is reached.

In Maine or Mexico—now or a year from now—one Ajax Tire is another's twin—in life and service.

Guaranteed in Writing —5000 Miles

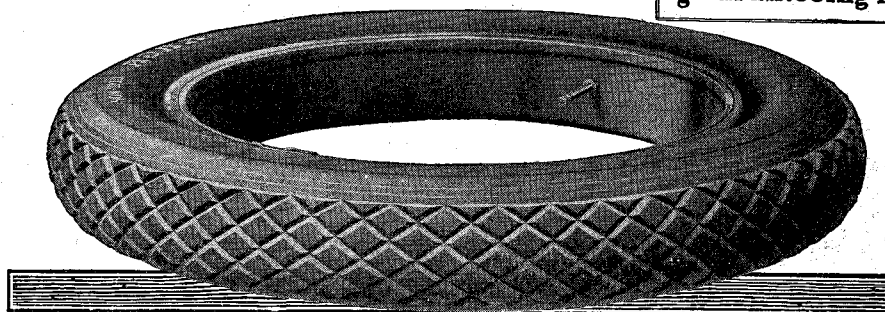
All Ajax Tires carry this written guarantee. And 5000 is the *least* you may expect. With proper care they should add many miles to this. They are Registered at the home office, in the tire-owner's name, to insure that they *do* make good the Ajax guarantee. Let Ajax Tires prove their worth and true *economy* for you.

Ask your dealer for "The Story of Ajax Tires," by Horace De Lissier, Chairman of the Board, Ajax Rubber Co., Inc.

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1796-1798 Broadway
Branches in Leading Cities

NEW YORK
Factories: Trenton, N. J.

While others are
claiming Quality,
we are
guaranteeing it



Willard STORAGE BATTERY



Your Battery Gives You Light, Force and Fire

By the Willard Service Station Man

The invisible energy in this Willard Battery is a three-fold necessity to every motorist.

It is the force that spins the heavy flywheel and starts the engine.

It casts the bright beam of light on the road ahead.

It fires the mixture in your cylinders with countless millions of sparks.

It's a faithful servant. It was well built—so well that over 150 car builders give it the most convincing endorsement by including it in their regular equipment.

But it must be well cared for, kept fully charged and tested at regular intervals or you'll not realize full return on your investment.

My business as a Willard Service Station Man is to see that you get all you've paid for—as long as your battery is in service.

I've been trained to my work by Willard factory experts, and I can not only assure you of high-grade workmanship when you need it, but teach you how to minimize repairs by following a few simple rules of battery care.

By the way, I've a rental battery for you if yours needs repairs.

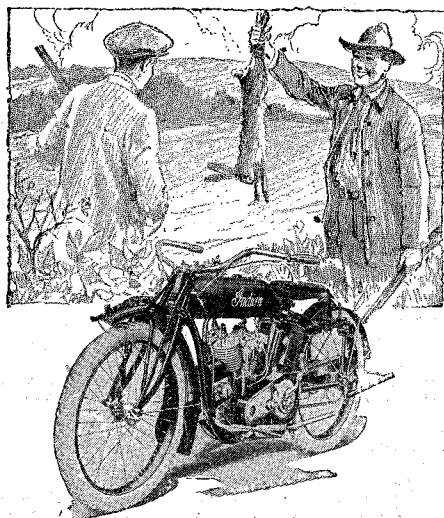
Some of the Cars Whose Makers Equip Them with Willard Batteries

Abbott-Detroit	Crawford	Empire	Houghton	McFarlan	Old Hickory	Sayers-Scoville
Am. La France	Crow-Elkhart	Excelsior	Hupmobile	McLaughlin	Overland	South Bend
American Six	Cunningham			Madison	Owen Magnetic	Spaulding
Anderson	Cutting	Federal	Inter-State	Marion-Handley	Packard	Standard
Anger		F. L. A. T.	Jones	Martin	Paige	Stanley
Apperson	Daniels	Fostoria	Jordan	Meteor	Pathfinder	Stearns
Arnold	Dart	F. W. D.		Metz	Patterson	Stephens
Austin	Day-Elder		Kent	M. H. C.	Peerless	Studebaker
	Denby	General	King	Mitchell	Pennsy	Sun
Bell	Detroit	Gersix	Kissel-Kar	Moline Knight	Phianna	
Brockway	Dixie	Glide	Kline	Monarch	Pierce-Arrow	
Bull Moose	Dodge Bros.	Gramm-Bernstein	Knox	Monitor	Pratt	
Burford	Motor Car	Grant		Monroe	Premier	Thomas
	Dort		L. C. E.	Moon		
Case	Drexel	Halladay	Lane		Reo	Velle
Chalmers	Drummond	Harroun	Lexington		Republic	
Chandler		Haynes	Liberty		Richmond	Westcott
Chevrolet		Herr-Brooks	Lippard-Stewart		Riddle	Willys-Knight
Columbia "Six"	Eagle-Rotary	Hollier "Eight"	Locomobile	National	Roamer	Winton
Commerce	Elcar		Lozier	National Motor Truck	Rock Falls	
			Louverne	(Canada)	Rush	

Ask your car dealers for addresses of the 850 Willard Service Stations or write to the Willard Storage Battery Co., Cleveland, O.

Willard Batteries are sold by car dealers, garages and all Willard Service Stations and Factory Branches.

Willard STORAGE BATTERY



From the City to Where the Hunting is Good

—to where the "muskie" bites and fights—the camp calls—the outdoor world blooms and blossoms—is but a short, comfortable, exhilarating jaunt on an

Indian Motorcycle With Powerplus Motor

Speed that equals your every demand. **Power** that conquers the highest hill and longest slope. **Strength** that laughs at the tests of time. **Comfort**—the **Cradle Spring Frame**—that levels rough roads to velvety paths. **Cleanliness, quietness, accessibility.**

A 1917 *Indian* for everybody—**Big Twin, Light Twin, Electrically Equipped Bicycle** and ten other Bicycles.

Beautifully illustrated and descriptive 1917 Indian Catalog sent wherever you say

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834 State Street, Springfield, Mass.
(Largest Motorcycle Manufacturers in the World)

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The Canoe that Nationalized the great pastime of Canoeing

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Has The Motor Boat Bug Got You?

Health and happiness are assured with one of the new popular priced Gray motors in your boat. Select your boat from our 1917 Boat Builders Catalog showing products of 200 leading boat builders. Select your engine from our new complete Engine Catalog. Both books FREE. Send today.
GRAY MOTOR COMPANY
464 Oakland Ave., Detroit, Mich.

when it came to be operative, changed these idle practises in the yard where Trevellick was learning his trade, and in the yards elsewhere on the Atlantic seaboard.

From the first, starting with the early Puritans of New England, labor has been reformatory, socially and politically, and not without success. "Down with monopolies!" it cried back in 1830. It then argued for free public lands, the lien of the laborer upon his own work for his wages, the abolition of prison terms for debt, the ending of slavery, a general bankruptcy law, equal rights for women with men in all respects, and the limitation of land-ownership to 160 acres. Most of labor's demands have been enacted into the laws of the nation.

CAPTURED BY A RAIDER

DR. ORVILLE E. McKIM is an American veterinarian whose duty has been to take charge of cavalry horses shipped to the Allies in France. He has been constantly crossing the Atlantic through the danger-zone since the outbreak of the war, and had made two round trips on the White Star freighter *Georgic* without mishap when, on the third crossing, the ship was seen by a German commerce-raider. The sea was running high on Saturday, December 9, Dr. McKim recalls, and he had had a great deal of trouble with the twelve hundred horses under his care. Many of them were thrown over the barriers and injured by the tossing of the vessel, many more were sick, and it was nearly four o'clock on Sunday morning before the doctor was able to get to bed. It took him just about five seconds to fall asleep, he writes for the J. N. W. Syndicate in an article published by the New York World, and then—

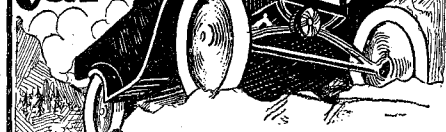
Suddenly there was a terrific crash, and I thought my head had been crushed in. We had run counter of a German raider and her first shot had gone through the smoke-stack, which was directly over my head. The ventilator, which let air into my stateroom, was a beam of the smoke-stack, and the effect was as if the noise of the explosion had come through a megaphone, with my ear at the small end of it.

I thought the freighter had been blown to bits, and I was surprised to find myself on solid deck as I landed out of the bunk on the floor. I think my feet were in my slippers before I lit, and I know that almost before I had gotten into the passageway a second shot had carried away the wireless. Those Germans were good marksmen. I heard the outfit clatter onto the deck and the fragments of shell raining down like stone from a blast. Some of the pieces were as big as hen's eggs, and the men kept them for souvenirs. There was then little excitement.

In my pajamas and slippers I sped along the deck to the after end of the house just in time to see a flash from the forward port gun of the raider, followed by a roar, and a shell smashed through our counter, dismounting our own 4.7 gun.

Such quick work had the raider made of us that the gunners, whose quarters were only fifty feet away, had not had

\$7.50 Makes your FORD a High Powered Car



\$7.50 is the price of a set of 12 AMERICAN HAMMERED PISTON RINGS.

Install a set of these rings in your Ford Car and these are the results we guarantee:—

10% to 30% more power
25% to 50% more mileage from gasoline
50% to 75% less oil consumption
No more carbon or spark plug trouble
and no more smoking.

If within one year after installing a set of 12 AMERICAN HAMMERED PISTON RINGS you are not satisfied with results, return rings to us and money will be refunded.

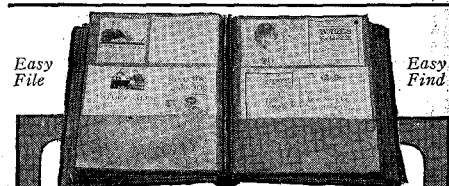
We do not advise the use of Piston Rings made of more than one piece. If you want to know why, write us. It will pay you to re-equip your motor with AMERICAN HAMMERED PISTON RINGS no matter what other piston rings you are now using. Send \$7.50 in check, postal or express money order, or if desired rings will be sent C. O. D. Our rings are easy to install.

We Want Agents and Dealers

To enterprising men we will allot exclusive territory. The national reputation of AMERICAN HAMMERED PISTON RINGS makes them easy to sell. They're made in sizes to fit all motors and THEY'RE A NECESSITY, NOT A LUXURY. Instructive and interesting booklets, "Story of the Magic Ring" and "The Soul of the Motor," sent on request.

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900 S. 11 St., Newark, N. J.
Used exclusively by
Pierce-Arrow,
Chalmers, Winton,
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White, Kelly,
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LEPAGE'S GLUE HANDY BOTTLES WHEN A NAIL WON'T DO IT



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time to reach their piece. If they had they would have been blown to atoms.

It wasn't but a few seconds after our gun was smashed that a fourth shot carried away the steering-gear almost under where I stood. I will wager that without voluntarily moving a muscle I rose two feet from the deck.

When I landed I made good time to my stateroom, and put on what few clothes I could find hurriedly. As a dresser, I proved I was fit to be a fireman. By the time I was on deck again the chief officer's boat with its complement was almost in the water and my boat was being lowered away.

The Germans continued to fire as fast as they could load the guns, and every shot was a direct hit. Shells were bursting among the horses and men crowded on the decks of the *Georgic*. There was a stampede for the boats. Fifty men scrambled into Life-boat No. 6 like so many rats, disregarding the commands of the officers, who cursed them and tried to keep them back with any weapon which came handy. The fear of death was in their hearts, and they pushed each other aside and tramped on fallen comrades as if they were coils of rope, falling pell-mell some way, any way, into the little life-boat. They paid the price. Says Dr. McKim:

Either the forward falls had been cut by shrapnel or fragments of exploding shells, or the man who was paying out the rope became excited and let it get away from him, and, in a jiffy, Boat No. 6 was dangling stern up, and fifty men had been hurled into the seething sea.

I will not forget their screams so long as I live. I have heard horses scream, and it is terrible. I have heard women scream, and it is worse. But when Boat No. 6 hurled its fifty men into the ocean, I heard fifty men scream like women, and the sound will ring in my ears until I die. For nights I woke up with the screams ringing in my head.

The thudding of bodies on the water added to the horror of it all. I once witnessed a fire where men and women leapt from windows five and seven stories above the street. If you have ever seen and heard anything of the kind, you will be able to imagine how the dull, heavy thumping sounded. It was just as if they were striking hard pavements.

Seeing what had happened, I shouted to the man who was handling the after falls of Boat No. 6 to pay out his rope and lower away to give the men in the water something to cling to until we could reach them. Instead of lowering away gradually, he let the line run, and the heavy boat crashed into the water in the midst of the screaming, struggling men. I think that accounts for the disappearance of the seaman Conroy, who was never found. I have no doubt that his skull was crushed in, and he sank as men do when they are stunned by a blow on the head.

Incidentally, our own boat nearly suffered a similar fate, for the man who was paying out the after falls became so excited he forgot to let loose the bight he had around the cleat after the life-boat reached the water, so that when the *Georgic* rolled in the fifteen-foot sea, she hoisted our stern above the water, and the sea piled into the bows, half-filling us.

Luckily, we righted ourselves, but,



Outdoor Color for Indoor Cheer

It is at this season of the year that the schoolroom must put on its brightest dress to attract and hold the attention of the young minds. What could be more effective than to bring into the schoolroom some of the outdoor color to add to the indoor cheer?

That is exactly what is done when Beaver Greenboard with its rich, live, restful tones of green replaces the usual blackboard on the schoolroom wall.

Here is a blackboard that actually makes the schoolroom wall attractive—that relieves the strain on the eyes of both teacher and pupils and that still makes just as thoroughly practical a blackboard for schoolroom use.

Beaver Greenboard and Beaver Blackboard are manufactured boards, of course, but are manufactured, base and surface, entirely by one company, The Beaver Board Companies, who are famous for the quality and uniformity of their well-known Beaver Board for walls and ceilings.

They will not warp, crack nor bulge, do not wear shiny and will usually last as long as the building. Backed by a broad guarantee as to durability and satisfaction.

Simply write your name and address on the margin of this advertisement and send to the address below. Samples and literature will be sent to you.

THE BEAVER BOARD COMPANIES, 204 Beaver Road, Buffalo, N.Y.

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England: 4 Southampton Row, London, W. C.

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Manufacturers also of Beaver Board and Beaverbill Utilities

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LOOK FOR
Tycos
ON YOUR
FEVER THERMOMETER
IT IS NEVER FOUND
ON AN INFERIOR
INSTRUMENT

Taylor Instrument Companies
ROCHESTER, N.Y.
There's a Tycos or Taylor Thermometer for Every Purpose

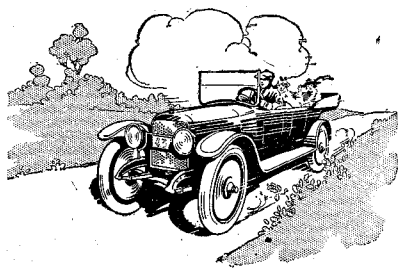
**Let Me Cut
Your Ice Bills**

Let me send you a beautiful White Frost, 30 days' trial. I'll pay freight. Send it back at my expense if it doesn't save ice, keep foods colder.

White Frost
SANTARY Refrigerator

Steel built, cork insulated, white enameled. Round. Revolving shelves. Noiseless cork cushioned doors, new drinking water cooler, move-easy castors. \$6.50 down, pay as you use. Deal direct with manufacturers, save money, get extra value. Write for catalog. H. L. SMITH, Pres.

White Frost Refrigerator Co.
Dept. K-4 Jackson, Mich.



Higher-speed engines have put your lubricating oil on its mettle

A number of cars are now equipped with engines capable of an engine speed of from 2000 to 2600 revolutions per minute—some over.

To realize the meaning of this new demand on lubrication, we must know what 2600 r.p.m. means.

Every second the magneto must furnish 21 individual sparks in each cylinder. 21 times *per second* the temperature, at time of ignition, reaches from 2000° to 3000° F.

In an engine having, for instance, a bore of $3\frac{1}{4}$ " and stroke of $4\frac{1}{2}$ ", during each *second* each piston travels over a surface equal to about 27 square feet.

If the combined heats of combustion and friction were permitted to continue unchecked, the cylinders would soon be a mass of molten metal.

Destructive friction-heat must be prevented. The burden falls sharply on a thin film of lubricating oil—seldom over .003 of an inch thick.

If the oil is of poor quality this thin film stands in great danger of breaking down.

A prominent manufacturer of tractors recently made the following severe test—

A tractor pulling 6500 pounds on drag was driven for 30 minutes through mud ten inches deep. With a supposedly good oil the water in the radiator reached boiling point in 17 minutes. On replacing this oil with the correct grade of Gargoyle Mobiloils, the boiling point, under the same operating conditions, was not reached until 27 minutes passed by.

This plainly indicates better lubrication and a marked reduction of friction-heat.

Write for new 56-page booklet containing complete discussion of your lubrication problems, list of troubles with remedies and complete Charts of Recommendations for Automobiles, Motorcycles, Tractors and Marine Engines.



Mobiloils

A grade for each type of motor

In buying Gargoyle Mobiloils from your dealer, it is safest to purchase in original packages. Look for the red Gargoyle on the container. If the dealer has not the grade specified for your car, kindly write our nearest branch, giving dealer's name and address.

VACUUM OIL COMPANY

Rochester, N. Y., U. S. A.

Specialists in the manufacture of high-grade lubricants for every class of machinery. Obtainable everywhere in the world.

Domestic Branches:

Detroit	Chicago	Minneapolis
Boston	Philadelphia	Pittsburgh
New York	Indianapolis	Des Moines
Kansas City, Kan.		

Correct Automobile Lubrication

Explanation:—The four grades of Gargoyle Mobiloils, for engine lubrication, purified to remove free carbon, are:

Gargoyle Mobiloil "A"
Gargoyle Mobiloil "B"
Gargoyle Mobiloil "E"
Gargoyle Mobiloil "Arctic"

In the Chart below, the letter opposite the car indicates the grade of Gargoyle Mobiloils that should be used. For example: "A" means Gargoyle Mobiloil "A," "Arc" means Gargoyle Mobiloil "Arctic," etc. The recommendations cover all models of both pleasure and commercial vehicles unless otherwise noted.

Model of	1917	1916	1915	1914	1913
CARS	Summer	Winter	Summer	Winter	Summer
Abbott-Detroit.....	Arc	Arc	Arc	Arc	Arc
" (8 cyl).....	A	A	A	A	A
Allen.....	A	Arc	A	Arc	A
" (Mod. 33-34-35).....	A	Arc	A	Arc	A
Apperson.....	A	Arc	A	Arc	A
" (8 cyl).....	A	A	A	A	A
Auburn (4 cyl).....	A	Arc	A	Arc	A
" (6 cyl).....	Arc	Arc	Arc	Arc	Arc
Autocar (2 cyl).....	A	Arc	A	Arc	A
Avery.....	A	A	A	A	A
" (Mod. 5 & 6 ton).....	A	Arc	A	Arc	A
Briscoe.....	A	Arc	A	Arc	A
" (8 cyl).....	A	A	A	A	A
Buick.....	Arc	Arc	Arc	Arc	Arc
Cadillac.....	A	A	A	A	A
" (8 cyl).....	A	Arc	A	Arc	A
Case.....	A	Arc	A	Arc	A
Chalmers.....	A	Arc	A	Arc	A
" (Mod. 6-40).....	A	A	A	A	A
" (Mod. 6-30).....	A	A	A	A	A
Chandler Six.....	Arc	Arc	Arc	Arc	Arc
Chevrolet.....	Arc	Arc	Arc	Arc	Arc
Cole.....	A	A	A	A	A
" (8 cyl).....	A	A	A	A	A
Cunningham.....	A	A	A	A	A
" (8 cyl).....	A	A	A	A	A
Dart.....	A	Arc	A	Arc	A
" (Mod. C).....	A	Arc	A	Arc	A
Delaney-Belleville.....	A	A	A	A	A
Detroit.....	Arc	Arc	Arc	Arc	Arc
" (8 cyl).....	A	A	A	A	A
Dodge.....	A	Arc	A	Arc	A
" (8 cyl).....	A	Arc	A	Arc	A
Empire (4 cyl).....	A	Arc	A	Arc	A
" (6 cyl).....	Arc	Arc	Arc	Arc	Arc
Federal.....	Arc	Arc	Arc	Arc	Arc
Ford.....	A	A	A	A	A
Franklin.....	A	A	A	A	A
Grant.....	A	Arc	A	Arc	A
H. A. L.....	A	A	A	A	A
Haynes.....	A	A	A	A	A
" (12 cyl).....	A	A	A	A	A
Hudson.....	Arc	Arc	Arc	Arc	Arc
" (Super Six).....	A	Arc	A	Arc	A
Hupmobile.....	A	Arc	A	Arc	A
Jeffery.....	A	Arc	A	Arc	A
" (6 cyl).....	A	Arc	A	Arc	A
" Com'l.....	A	Arc	A	Arc	A
Kearns.....	A	Arc	A	Arc	A
" Com'l.....	A	Arc	A	Arc	A
Kelly Springfield.....	A	A	A	A	A
King.....	A	A	A	A	A
" (8 cyl).....	A	A	A	A	A
" Com'l.....	Arc	Arc	Arc	Arc	Arc
Kissel Kar.....	A	Arc	A	Arc	A
" Com'l.....	A	Arc	A	Arc	A
" (Mod. 48).....	A	A	A	A	A
Lexington.....	Arc	Arc	Arc	Arc	Arc
Lippard Stewart.....	Arc	Arc	Arc	Arc	Arc
" (Mod. M).....	A	Arc	A	Arc	A
Locomobile.....	E	E	E	E	E
Marmion.....	A	A	A	A	A
Maxwell.....	Arc	Arc	Arc	Arc	Arc
Mercer.....	A	A	A	A	A
" (22 cyl).....	A	A	A	A	A
Mitchell.....	A	Arc	A	Arc	A
Mitchell (8 cyl).....	A	A	A	A	A
Moline.....	A	A	A	A	A
" Knight.....	A	A	A	A	A
Moon (4 cyl).....	Arc	Arc	Arc	Arc	Arc
" (6 cyl).....	Arc	Arc	Arc	Arc	Arc
National.....	A	A	A	A	A
" (12 cyl).....	A	A	A	A	A
Oakland.....	A	A	A	A	A
" (8 cyl).....	A	A	A	A	A
Oldsmobile.....	Arc	Arc	Arc	Arc	Arc
" (8 cyl).....	A	A	A	A	A
Overland.....	Arc	Arc	Arc	Arc	Arc
Packard.....	Arc	Arc	Arc	Arc	Arc
" (12 cyl).....	A	A	A	A	A
" Com'l.....	A	A	A	A	A
Paige.....	Arc	Arc	Arc	Arc	Arc
" (6-36 & 38).....	A	Arc	A	Arc	A
Pathfinder.....	Arc	Arc	Arc	Arc	Arc
" (12 cyl).....	A	A	A	A	A
Peerless.....	Arc	Arc	Arc	Arc	Arc
" (8 cyl).....	A	A	A	A	A
Pierce Arrow.....	A	A	A	A	A
" Com'l.....	Arc	Arc	Arc	Arc	Arc
Premier.....	A	A	A	A	A
Regal.....	A	A	A	A	A
" (8 cyl).....	A	A	A	A	A
Renault.....	A	A	A	A	A
Reo.....	Arc	Arc	Arc	Arc	Arc
Richmond.....	Arc	Arc	Arc	Arc	Arc
Riker.....	E	E	E	E	E
Saxon.....	E	E	E	E	E
Selden.....	Arc	Arc	Arc	Arc	Arc
Simplex.....	A	A	A	A	A
Sears Knight.....	A	A	A	A	A
" (8 cyl).....	A	A	A	A	A
Sterling (Wisconsin).....	A	Arc	A	Arc	A
Studebaker.....	A	A	A	A	A
Stutz.....	A	A	A	A	A
" (6 cyl).....	Arc	Arc	Arc	Arc	Arc
Westcott.....	Arc	Arc	Arc	Arc	Arc
White.....	Arc	Arc	Arc	Arc	Arc
Willis Knight.....	A	A	A	A	A
Willis Six.....	Arc	Arc	Arc	Arc	Arc
Winton.....	Arc	Arc	Arc	Arc	Arc

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Exception: For winter lubrication of pleasure cars use Gargoyle Mobiloil "Arctic" for worm drive and Gargoyle Mobiloil "A" for bevel gear drive.

before we could go to the rescue of the poor wretches who had been flung from Boat No. 6, we had to wait for eight men who were still in the rope ladders trying to get aboard us.

At that time I had no doubt that we were going to be left adrift in the open boats, and I envied the men in the water, despite their heartrending shrieks.

All will be over for them in half an hour or so, I thought, but we may starve and bake in the sun without water or food for days upon days.

Fortunately, it was not so, for the lifeboat in which Dr. McKim had found a place was fearfully overcrowded by thirty-nine men crammed into a space designed for twenty-seven, and as they picked up any seamen they could reach, the crowding reached a point where to leave them on the open sea would have meant sure death. Perhaps the commander of the raider observed this; at any rate, he signaled the men in the boats to row to his ship and be taken on board. For an hour they rowed around in his wake as he maneuvered round and round the *Georgic* to make sure that no treachery was afoot. It seems that several other victims had attempted to get revenge in various ways. At last, at one bell in the morning—that is, about half past eight o'clock—the men were taken on board and Dr. McKim had an opportunity to find out how the *Georgic* had been captured. He observes in *The World*:

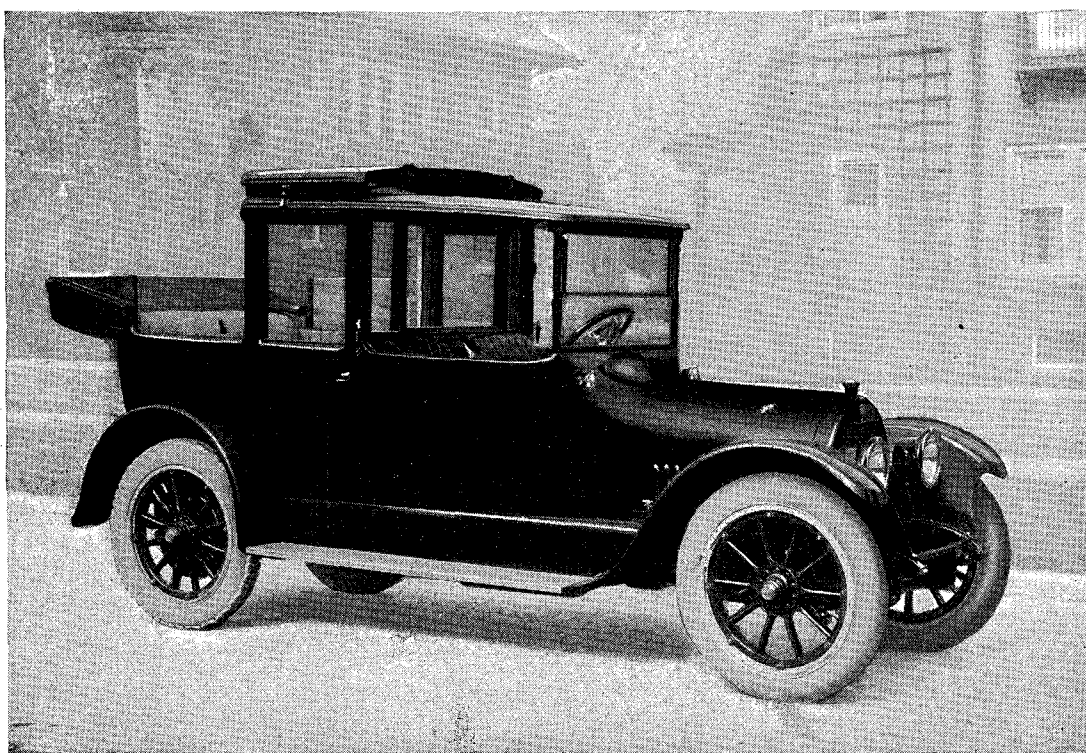
J. J. Peters, our chief officer, was on the bridge at the time, and he described how it had been done.

"It was six bells (seven o'clock)," he said, "when I sighted her. She was low on the horizon and seemed to be steering a course about parallel to ours. She didn't act in the least suspicious, or so it seemed then. Now I know differently. (He glanced ruefully around at the strewn wreckage.) What she really did was to alter her course about a half a point at a time so that she gradually drew in closer to us, and as she was faster, she was finally steaming square abeam of us. There was nothing about her that looked suspicious except there seemed to be too many on the bridge. We discovered later there were six. I thought she was keeping a sharp lookout—that was all. She flew no ensign. Neither did we.

"When running abeam of us, she suddenly swung so that she came round broadside, now with the side exposed which had been away. I saw that she had let down sections of her plates on hinges, and some ugly-looking guns and torpedo-tubes were threatening us. Man, what a row of teeth!

"She had prepared the guns on the quarter away from us, and then swung round to rake us. It was too late then for the *Georgic* to do anything. We hadn't a Chinaman's chance. She must have known we were armed, for she didn't wait to fire across our bows, but let drive with a rifle, at least a six-inch gun, and smashed into our smoke-stack.

"Simultaneously with her first shot she broke out the German naval ensign and the signals 'M. N.' which mean in the international language, 'Stop instantly!' A



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It singles itself out for admiration no matter how crowded the street may be with motors.

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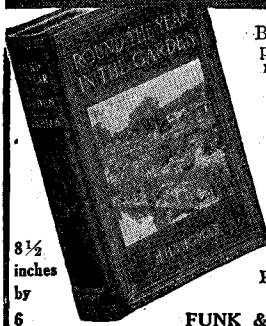
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second later 'A. B.' was hoisted—'Abandon ship at once!'

It was the first shot which had awakened me.

Well, when we went over the side of the raider, most of us were drenched to the hips, and many were soaked all over, and it wasn't particularly warm on the decks where we had to hang around for several hours. The Germans didn't steam-heat them.

When the Germans were through transferring what supplies they salvaged from the *Georgic* the bombs in the forward and after tunnels were exploded, and from the deck of the hostile ship, on board which we were virtually prisoners, we watched our own ship settle in the waves—a sad sight to see a great craft go down.

It was exactly half past eight when the bombs were exploded by lanyards run over the sides of the *Georgic*. She settled very slowly by the stern, with a slight list to starboard. The water began washing over the well-deck of No. 6 and No. 7 hatches, but the cotton there was evidently supporting her very well, and by twelve o'clock the Germans became impatient. The old boat seemed to be actually fighting for her life.

The commander decided to torpedo her, and we had the humiliating and harrowing experience of standing on the deck of the raider and watching our own ship torpedoed.

One great torpedo, about six feet long and twelve inches in diameter—the Germans told us afterward they were larger than the ones used by submarines—was launched, and I could hear the singing, whistling sound it made as it struck the water. It was certainly a he torpedo.

Even in the heavy sea we could watch its wake as it sped relentlessly toward the mortally wounded *Georgic* and the twelve hundred defenseless, faithful animals below her decks. A sailor looks on his ship almost as a human being. I was thinking of my own horses in the same way—like my children I had doctored.

We were at least three-quarters of a mile from the doomed vessel, yet the roar of the torpedo as it struck her just abaft of the engines was deafening. The deluge of water that was thrown high into the air completely hid the ship for several seconds after the explosion.

After the torpedoing, the *Georgic* sank more rapidly, and very soon the seas were piling over the well-deck of hatches No. 6 and No. 7. So heavy was the backwash that every once in a while a horse would be picked up bodily by it and swept into the ocean, right over the bulwarks, which were at least eight feet high. You may get some idea of what sort of a sea was running when you realize twenty-five or thirty of the animals were carried clear off the *Georgic*.

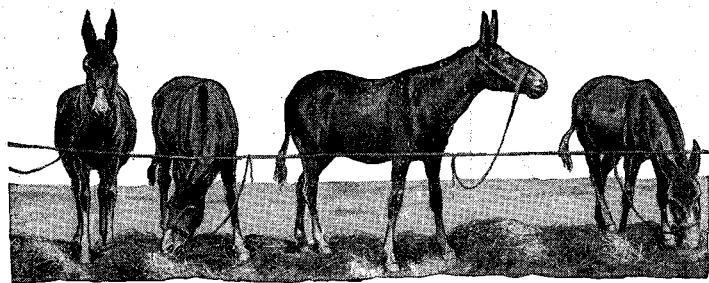
They swam round and round in the icy waters, some of them for hours. A splendid chestnut struck out straight for the raider. I recognized him as one of my pets. So close did he get that I could hear his breath coming in rasping sobs. You have seen a man tired from swimming approach a raft and have heard him pant with relief as he was within reach of it?

This is exactly how the chestnut was panting—almost sobbing for breath. It was exactly like the swimmer reaching safety just before he is spent. I could not stand it. Rushing up to the German commander I begged him to shoot the animal rather than leave him to struggle his life

A little story that will appeal to the man who pays the coal bills—

RECENTLY a salesman of the Spencer Heater Company took a customer to see an installation of the Spencer boiler in the Fenway Theater of Boston.

As the manager of the theater was conducting them to the cellar he remarked:



"The Spencer is like a mule."

The salesman trembled, not knowing what kick was coming; but the manager went on:

"The mule is the thriftiest animal in the world—the least wasteful.

"Years ago I had charge of a railroad-construction camp in the West. We had a lot of mules and a lot of horses.

"We found that the mules never wanted to eat any more than they exactly needed, so we could throw enough fodder into their corral for a week, and it would last a week.

"The horses were kept separate. They, of course, would stuff themselves. What they couldn't eat they would waste, so we had to calculate for them.

"But Mr. Mule thought for himself. He ate just the same amount each day and left the rest in good shape.

"That's why the Spencer Heater is like a mule—it eats no more coal than it needs. Fill it up with a quarter of a ton of Buckwheat, set the draft at the degree you want, and that

coal drops down as regularly as if it had intelligence.

"The Spencer is as thrifty as a mule at his fodder."

Then the customer looked into the internals of the Spencer and saw *why*.

He saw the Spencer's matchless combination of magazine-feed and sloping grates. The magazine held the full day's supply of coal. The sloping

grates took care of it as it fed down on the fire and distributed it always at an *even depth*. No pyramid with a lot of dead fuel in the middle; but an automatic coal action whereby all the fire was on its job all the time at maximum efficiency, and no waste at all. (See diagram at right.)

He also saw the unusual coal, a very small, hard coal which other heating-boilers can't burn successfully, but which the Spencer was especially built to burn.

That small coal cost 40 per cent. less than the large sizes of domestic coal required by the ordinary heaters.

Yet it was as perfectly good coal as the larger sizes and no more tons of it were needed.

That low-priced coal—over a third less in cost than the ordinary coal—and the superior economy of the coal-action was all the argument he needed. *He bought*, and is today another "booster" for the Spencer.

Those are strong reasons, too, why you would like the Spencer Super-Standard Heater.

Other very forcible reasons for the Spencer are:

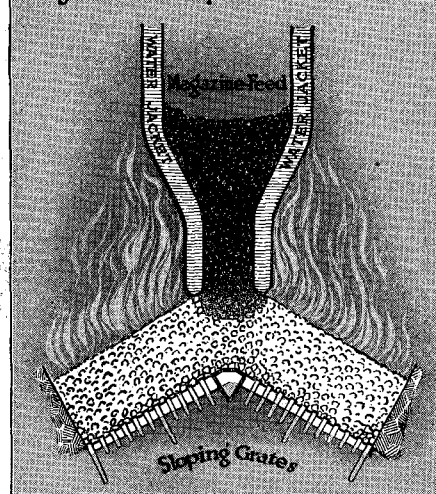
- (1) Its saving of Labor, as it requires attention but twice a day in coldest weather, and only once in mild weather.
- (2) Its perfectly Even Heat, at any degree you desire, day and night.

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Diagram of the Spencer Coal-Action.



This diagram shows the Magazine which feeds the coal all day, and the Sloping Grates which distribute the coal at even depth, keeping it all afire all the time, with no waste.

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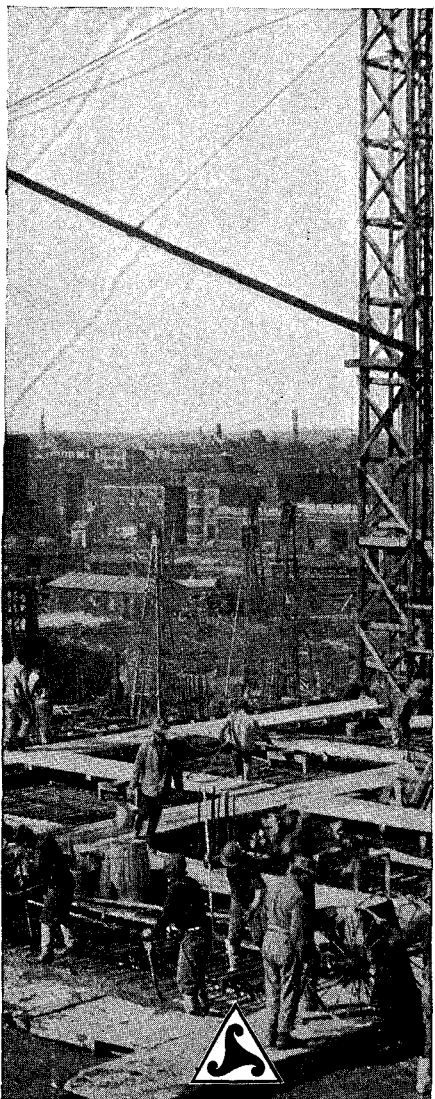
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away trying vainly to claw up the side of the raider, as he was.

The commander took careful aim with his Mauser pistol, which had an adjustable stock that made it capable of being used like a rifle, and fired. It took him four shots to end the poor creature's misery.

Another gray horse, which I recognized, swam for probably an hour and a half round and round the *Georgic* before the water closed over his head. I love horses—always have.

It was terrible. Then think how much more terrible it was when the *Lusitania* and other vessels went down and women and men were in the places of the horses. I thought of that then, and think of it often now as the scene comes back to me.

It was not until, the *Georgic* had sunk that any attention was paid to the prisoners shivering on the decks of the raider, but as soon as the funnels disappeared the men were given quarters in the forecandle. Formerly the neutrals had been imprisoned apart from the belligerents, but the raider had captured so many ships that this was impossible any longer, and all the officers were placed together irrespective of nationality. As long as Dr. McKim and his companions were on the raider or, later, on the *Yarrowdale*, which was also under the command of the German Navy, all Americans were treated as neutrals. Not until they reached German soil were they treated as units of the British Navy and as belligerents. This ruling was in consequence of the fact that the *Georgic* had been armed, writes Dr. McKim before he describes the capture of the *Yarrowdale*:

The first morning after the sinking of the *Georgic* we were taken on the deck for air, but it began to rain and we went below again. In the afternoon we went up once more, but we had scarcely been on deck half an hour when we were ordered below.

We were locked in our quarters and the steel bulkhead outside the door of the forecandle was bolted. The engines throbbed and the screws raced so that the whole ship trembled. We could tell that we were jamming on every ounce of steam of which we were capable, and those who had already spent several days on the raider told us newcomers it meant there was a probable victim in sight. They were in pursuit.

Presently we heard the iron bulwarks being lowered and the guns and torpedo-tubes being swung into place. How long we pounded along in chase I do not know, but suddenly one of our guns roared and the whole ship trembled as tho she would shake into bits.

None of us knew what we were up against. If we had tackled a cruiser or a ship with armament heavy enough to put up a fight we might go to the bottom with never a chance even to swim for it. We prayed the commander of the other ship was not a game man.

I was raised in the country, Watertown, N. Y., and I have drowned rats in a trap because it seemed to be the easiest way to get rid of them. I will not do it again. I lived the life of a rat in a trap about to be drowned for several thousand years that afternoon in the forecandle of the raider,

altho a watch would make it perhaps only a matter of minutes.

I was locked behind steel doors, and my very marrow could feel the chill of the water as in imagination it closed over me in the tiny room where we were caged.

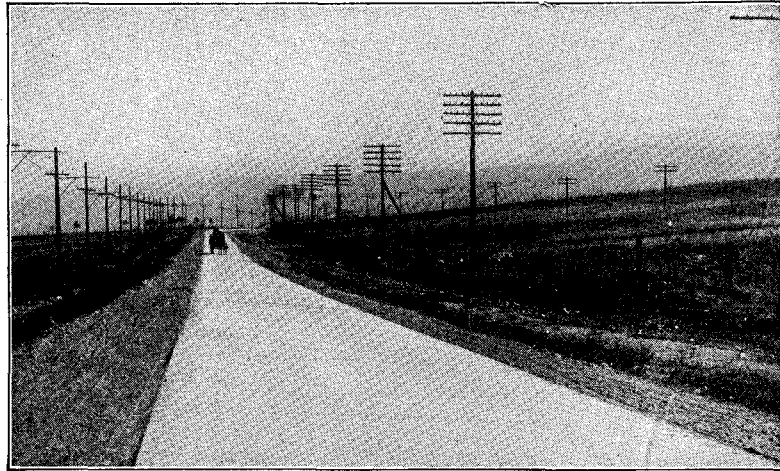
But the shooting came to an end and we learned that the *Yarrowdale* had been taken—in the future to be our home for some time. The relief was so great that even the burnt acorns and barley that passed as coffee and the black bread tasted good that night.

Poor as the food was on the raider, it was better than anything we got after we reached Germany—better even than what the German soldiers are eating. And as for the fare of the German sailors, what is a frugal meal for them would be called a banquet by the men in the trenches.

THE MAN WHO SANK THE "LUSITANIA"

GERMANY needs trained crews to man her submarines. Of the *U*-boats themselves she has no lack, for it must not be forgotten that since the Battle of Jutland the submarine has been the hope of the German Navy, and the building of submarines is given precedence over other construction in the yards. By the latest methods of manufacture a *U*-boat can be completed in fifteen days. The parts have been standardized and are stamped out of the metal at dozens of factories, each plant specializing on one part, which is sent to the docks at Kiel or Hamburg. Wherever it is, there the machinists are waiting for it, and two weeks from the time the ore is mined the *U*-boat is ready to sink a hospital-ship, as so frankly confessed in a recent official bulletin. And there's the hitch. The boat is ready, but the crew is not.

From two to three months are required to train a submarine crew, to teach them the use of the complicated machinery, and accustom them to the seasick motion of the boats. It is said in Berlin that the greatest loss when a submarine fails to return is the crew, and, thanks to the snaring exploits of the Scotch sailors, Germany was short of men on February 1. Carl W. Ackerman, who has just returned from a stay in the German Empire, writes in the *New York Tribune* that at the beginning of the campaign of ruthlessness Germany had four hundred submarines completed or in the course of construction. This included big *U*-boats, such as the *U-53*, with a cruising radius of 5,000 miles, down to the smaller craft designed for use against the coast of England, and which can not be more than fifteen days away from their base. But Germany could not use all these four hundred boats against the Allies and the United States. Nearly one hundred were waiting for crews, and to supply the deficiency Germany established a school for *U*-boats. The chief of the staff of educators was the hero of the German



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Navy. He was the Man Who Sank the *Lusitania*. Our authority continues:

"But, who sank the *Lusitania*?" you ask.

"The torpedo which sank the *Lusitania* and killed over one hundred Americans and hundreds of other non-combatants was fired by Oberleutnant zur See (First Naval Lieutenant) Otto Steinbrink, commander of one of the largest German submarines."

"Was he punished?" you ask.

"Yes; Kaiser Wilhelm decorated him with the highest military order, the *Pour le Mérite*!"

"Where is Steinbrink now?"

"On December 8, 1916, the German Admiralty announced that he had just returned from a special trip, having torpedoed and mined twenty-two ships on one voyage."

"What had he been doing?"

"For several months last summer he trained officers and crews in this branch of warfare, which gained him international notoriety."

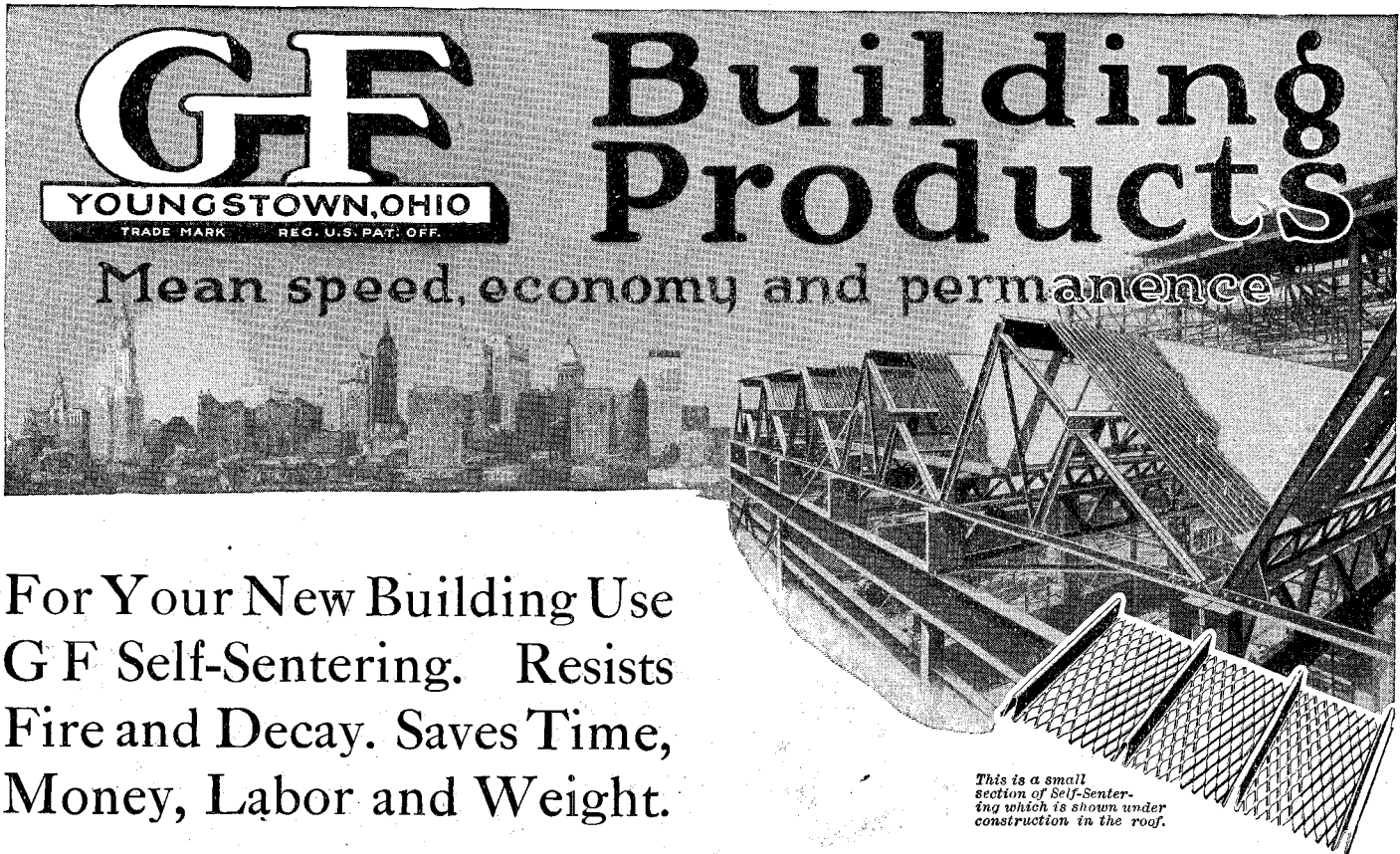
For the German people the lessons of the *Lusitania* have been exactly opposite those normal people would learn. The horror of non-combatants going down on a passenger-liner, sunk without warning, was nothing to be compared to the heroism of aiming the torpedo and running away. Sixty-eight million Germans think their submarine officers and crews are the greatest of the great.

When the Berlin Foreign Office announced, after the sinking of the *Sussex*, that the ruthless torpedoing of ships would be stopt the German statesmen meant this method would be discontinued until there were sufficient submarines to defy the United States. At once the German Navy, which has always been anti-American, began building submarines night and day. Every one in the Government knew the time would come when Germany would have to break its *Sussex* pledge.

Submarine warfare is a battle of wits. The submarine will have the best of it until the British invent some new device, and then a great many submarines will be reported missing. However, a few are certain to meet the new trick and escape, and these report to Berlin. Berlin discovers some method of circumventing it, and the game begins again. It is the multitude of pitfalls which the British have devised that make the training of the submarine crew so essential. According to Mr. Ackerman:

Submarine warfare is a very exact and difficult science. Besides the skilled captain, competent first officers, wireless operators, and artillerymen, engineers are needed. Each man, too, must be a "sea-dog." Some of the smaller submarines toss like tubs when they reach the ocean and only toughened seamen can stand the "wear and tear." Hence the weeks and months which are necessary to put the men in order before they leave home for their first excursion in sea murder.

But Germany has learned a great deal during two years of hit-and-miss submarine campaigns. When von Tirpitz began, in February, 1914, he ordered his men to work off the coasts of England. Then so many submarines were lost it be-



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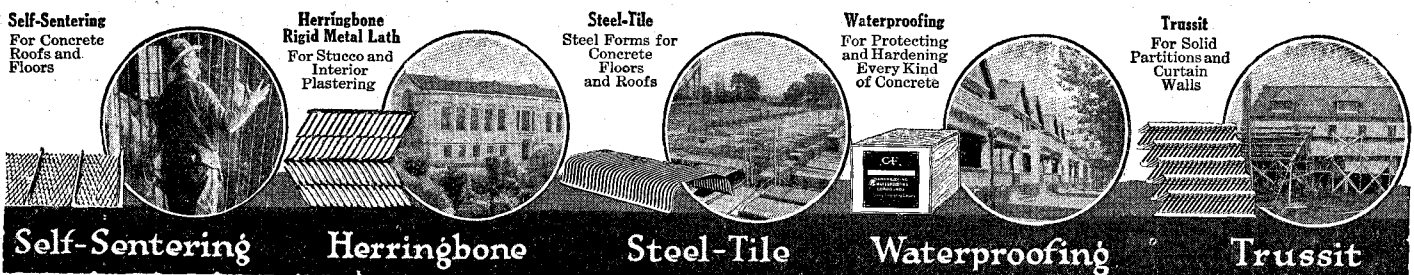
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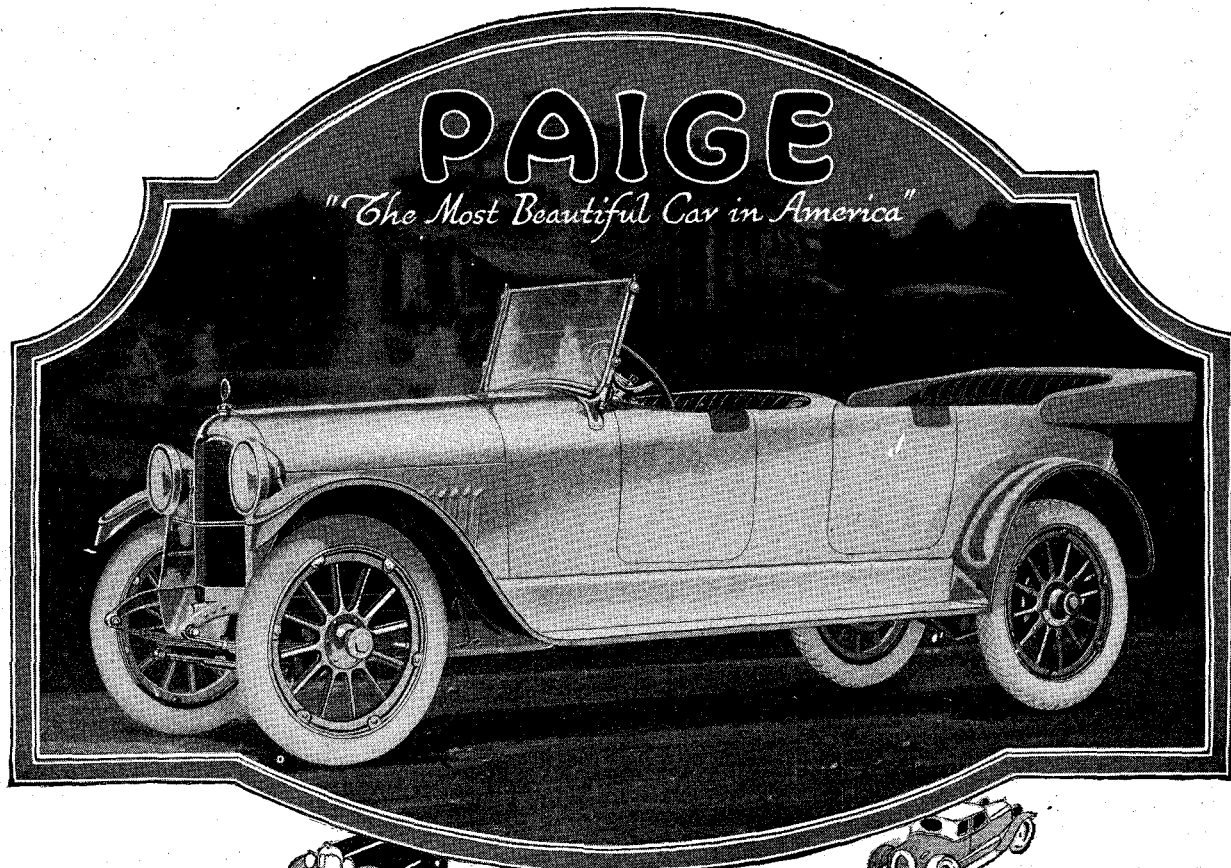
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came a dangerous and expensive military operation. The Allies began to use great steel nets, both as traps and as protection to war-ships. The German Navy learned this within a very short time, and the military engineers were ordered to perfect a torpedo which would go through a steel net. The first invention was a torpedo with knives on the nose. When the nose hit the net there was a minor explosion. The knives were sent through the net, permitting the torpedo to continue on its way. Then the Allies doubled the nets, and two sets of knives were attached to the German torpedoes. But gradually the Allies employed nets as traps. These were anchored or dragged by fishing-boats. Some submarines have gotten inside, been juggled around, but have escaped. More, perhaps, have been lost this way.

Then, when merchant ships began to carry armament, the periscopes were shot away, so the Navy invented a so-called "finger-periscope," a thin rod pipe with a mirror at one end. This rod could be shoved out from the top of the submarine and used for observation purposes in case the big periscope was destroyed. From time to time there were other inventions. As the submarine fleet grew the means of communicating with each other while submerged at sea were perfected. Copper plates were fastened fore and aft on the outside of submarines, and it was made possible for wireless messages to be sent through the water at a distance of fifty miles.

The Navy learned, too, that if submarines worked in pairs they had better luck in sinking ships and escaping. Besides, a submarine can not aim at a ship without some object as a sight. So one submarine often acted as a "sight" for the submarine firing the torpedo. Submarines, which at first were unarmed, were later fitted with armor-plate and cannon were mounted on deck. The biggest submarines now carry 6-inch guns.

Will the *U-53* come to our coast again? Will Germany attack us in our own waters? Will there be an attempt to extend the barred zone to the eastern coast of the United States? The answer to these questions is, Yes, says Mr. Ackerman. The attempt will surely be made, and if Long Island Sound is any safer than the English Channel it will not be the fault of Germany. Mr. Ackerman writes:

Some months ago I had an interview with Major Bassermann, leader of the National Liberal party in the Reichstag. Bassermann has always been von Tirpitz's right-hand adviser. I asked Bassermann whether he favored an unlimited submarine war, even if the United States went to war.

"Every man in the German Navy will throw up his cap and shout 'Hurrah!' when the order comes to sink all ships regardless of their nationality," he answered.

"But, would you support an unlimited submarine war in defiance of the United States?" I asked.

"Well, I don't want war with America," he replied, "but I think our submarines should be used against every ship bound for England or France."

Bassermann was frank and honest, but when I submitted the interview to the

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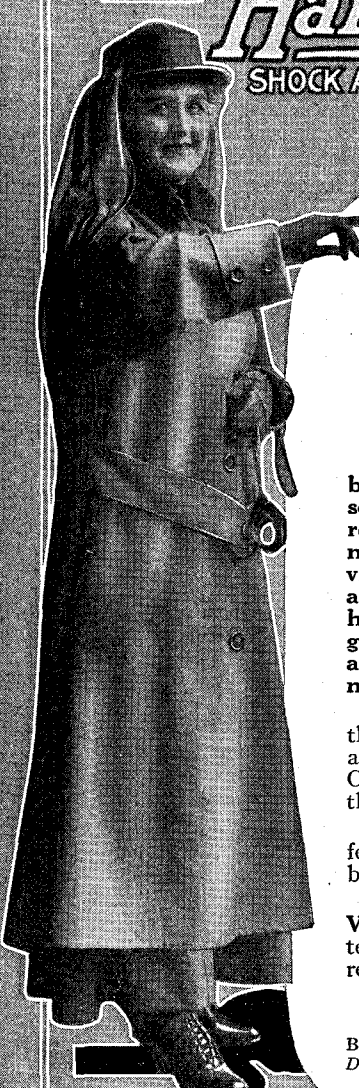
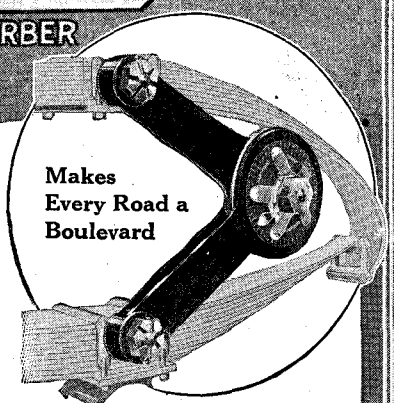
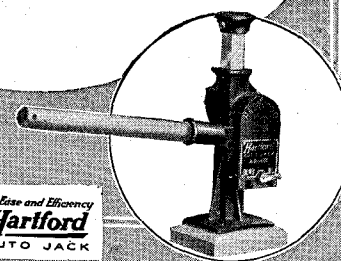
because I do all my riding in the back seat, where, until we equipped, rough roads made their presence felt in a marked manner. Now there is no vibration, jolt or jar. The disagreeable bounce which even deep upholstery failed to counteract is gone. I can forget the road ahead and enjoy real comfort and peace of mind."

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Foreign Office the censors cut out everything which gave Bassermann's real views. When I read my dispatch in the American papers I saw, to my great astonishment, that Bassermann didn't want a ruthless submarine war. The censor had changed the version to suit the ideas which the German Government wanted the American people to believe. But Bassermann was right. The Navy undoubtedly shouted "Hurrah!" and is still shouting, because the Navy has offensive plans against the United States and believes it can keep the American Navy busy in American waters from now until the war ends.

U-53 was sent here for two purposes. First, it was to demonstrate to the American people that, in event of war, submarines could work terror off the Atlantic coast. Secondly, it was to show the naval authorities whether their plans for an attack on American shipping would be practical. U-53 failed to terrorize the United States, but it proved to the Admiralty that excursions to American waters were feasible.

The German Navy, too, has its eyes on Mexico. The Allies obtain a great deal of oil from the Tampico oil-fields. A few German agents planted along the Mexican coast could supply a submarine for some time without being caught. Captain Boy-Ed undoubtedly took good care to make all these arrangements before he left. If he didn't, there are enough German agents already in Mexico to do the necessary work.

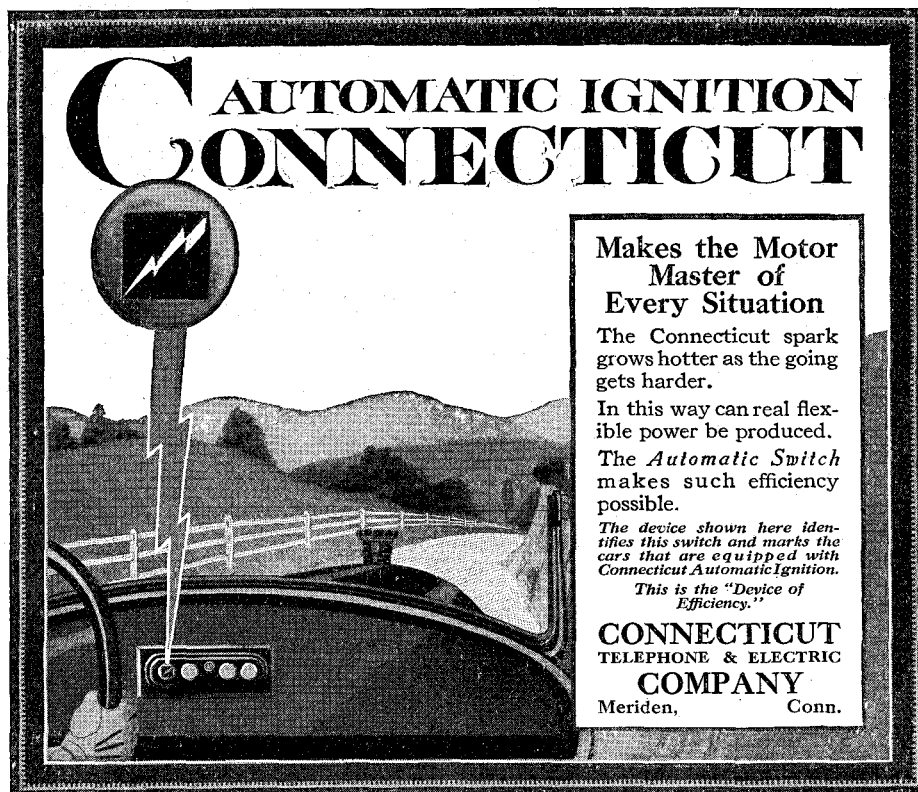
The American Navy will be kept busy in American waters, and especially off the coast of Mexico, to destroy Germany's plans over here. Germany wants to fight the United States, not in Europe, but in America. Her reservists, her agents, and her German-born American friends will be mobilized to help her defy the Monroe Doctrine, which she has always intended to challenge.

A FRENCH HEROINE

THE most signal honor France can bestow has been conferred upon little Marcelle Semmer for her heroism in the war. Long ago, as far back as the retreat to the Marne, she won the Cross of the Legion of Honor, and since that time her gallantry has been such that she has been acclaimed in the great hall of the Sorbonne at Paris. It is here that France gave honors to the great men of the world, poets, philosophers, and scientists in time of peace, and, as we read the account of Mlle. Semmer's deeds as set forth in the *New York Times*, it must be agreed that she was worthy of the honor.

The orator of the occasion, Mr. Klotz from the Department of the Somme, began his address by a eulogy of the obscure and unnumbered heroines of the war, the mothers who sent their sons to the front, the women in the occupied districts who never lost faith in the ultimate return of the French. Then he recounted the service which Marcelle Semmer, only twenty-one, had performed:

The outbreak of the war found her an orphan girl in the little village of Eclusier, near Frise, on the Somme. There she was



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a bookkeeper and superintendent of a phosphate-factory founded by her father, an Alsatian who had fled from Alsace in 1871, not wishing to become a German subject. After the defeat of the Allies at Charleroi the French tried to make a stand along the Somme, but being outnumbered by the huge forces of the invaders, they fell back across a canal in the vicinity of Marcelle Semmer's home, with the enemy in hot pursuit. When the retreating Frenchmen had got across the canal the young girl had the presence of mind to raise the drawbridge over the canal. Then, fearing that the German advance-guards, now close behind, might swim across the canal and seize from her the key, without which the drawbridge could not be lowered again, she threw it into the canal. She was in the nick of time. Already German soldiers on the other bank were firing across at her and the fleeing Frenchmen.

By this audacious act Marcelle Semmer held up the advance of an entire German army-corps until the following morning. Not until then were they able to collect some boats, make a pontoon bridge, and negotiate the passage of the canal, thus giving away golden hours to the hard-pressed French troops.

In spite of all the risks, the young girl insisted on remaining in her village during the German occupation. In a subterranean passage used in the working of a phosphate-mine near Eclusier the brave Marcelle managed to conceal no less than sixteen French soldiers who had strayed from their commands in the precipitate retreat from Charleroi and Mons. She not only kept these men hidden, but fed them, provided them with civilian garments, and, when a propitious moment arrived, aided them to escape into the French lines.

While she was helping a seventeenth she was caught by a detachment of Germans, who dragged her and the French soldier before the local commander. When asked whether she had indeed meant to help the soldier to escape she cried out:

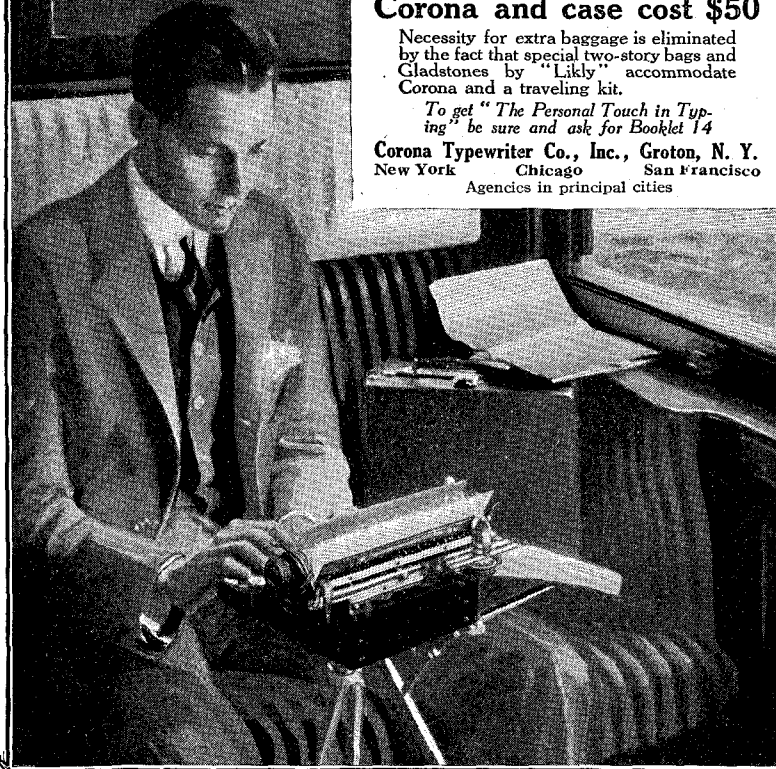
"Yes! And he is not the first. I helped sixteen others, and I got them where you can not catch them. Do what you will with me now. I am an orphan and have but one mother—France! I am not afraid to die."

She was sentenced to be shot. They took her from the court-room and placed her before the firing-squad, but while the girl had been helping seventeen soldiers to escape the Battle of the Marne had been fought and won, and the French were now rapidly advancing. At the moment when her death seemed only a moment away the French artillery opened fire on the town and the German positions around Eclusier. The cannonade was so sudden that the firing-squad was disbanded, and in the confusion Marcelle was able to escape to her subterranean gallery.

Shortly after the French reoccupied Eclusier. The *Times* goes on to say:

Between the lines of the opposing armies lay the Somme, which in the vicinity of Eclusier and Frise spreads out into a sort of big pond with marshy banks. When the water rose it often flooded the lines so that soldiers frequently lost their way, and here it was that Marcelle again found a means

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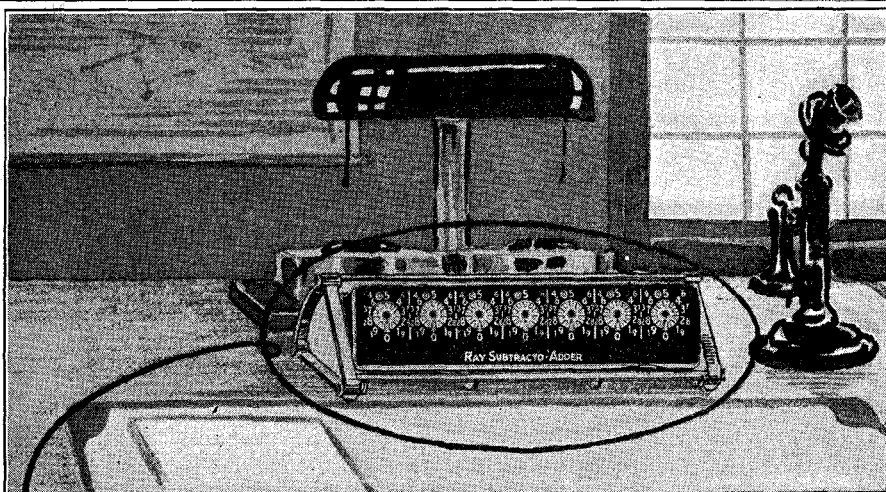
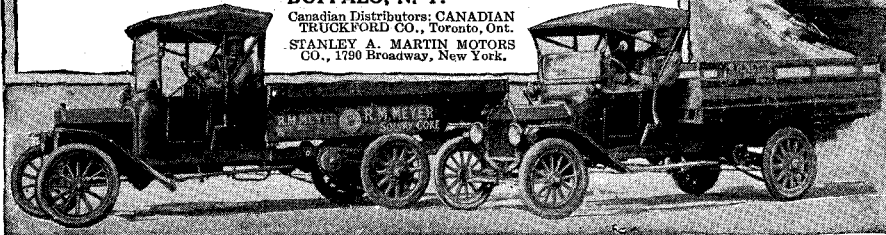
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of aiding France. Being thoroughly acquainted with the neighborhood, she used to pilot parties of soldiers. This brought her again close to death. While leading a squad of men who wanted to dig an advanced trench in the village of Frise she fell into the hands of a party of Germans.

They locked her up in the little village church of Frise, reduced last summer to a heap of ruins during the Battle of the Somme. On the morrow, she felt sure, they would shoot her.

But once more luck and the French artillery were her salvation. The French across the Somme began a lively bombardment of Frise. One shell blew a large hole in the church wall. Through this hole, unperceived by her captors, Marcelle crawled. Creeping past the Germans scattered through Frise, she soon tumbled, safe and sound, into the nearest French trench.

By this time her fame had spread and rewards began to shower upon her. She got the Cross of the Legion of Honor, and sometime later the War-Cross. In spite of all she had gone through, she persisted in staying in the Somme country and continued to work for the cause of France. For fifteen months she remained, despite shot and shell, in her little Somme village, taking care of wounded soldiers. Also among her charges was a woman of 90, too feeble to travel to a safer place. Marcelle looked out for her night and day with unflagging devotion.

Everywhere soldiers knew and admired her. One English General ordered his soldiers to salute when she passed and refrain from addressing her unless she spoke first.

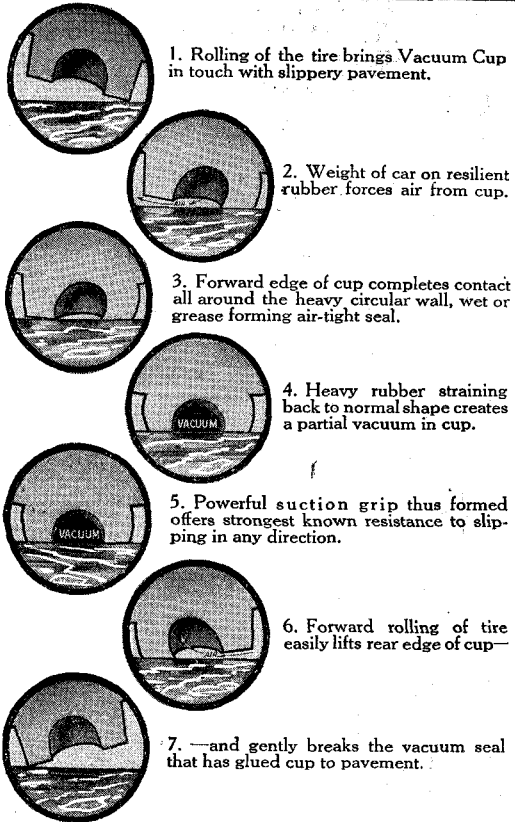
At last, however, the strain of bombardment and work, aided by her grief at the death of her soldier-brother and brother-in-law, proved too much for her strength, and she was persuaded to go to Paris. Yet she had no intention of stopping her efforts. She petitioned the authorities to allow her to enter a nurses' school in order that she might continue to aid the wounded. She added that it was necessary for her to work, as everything she possessed had been lost in the war. Her request was granted. *The Times* concludes:

All this Mr. Klotz told his audience at the Sorbonne. Then suddenly he stretched out his hand in dramatic gesture and electrified his auditors with these words:

"This little heroine of Picardy, this admirable girl, this incarnation of the qualities of the woman of France, this girl of simple origin, flawless dignity, of serious mind, and gentle ways, this girl of indomitable will-power, is here, ladies and gentlemen, here among you, in this room! And I feel that I am the spokesman for every one of you when I now extend to her the expression of our respect, our gratitude, our admiration!"

The auditors, every man, woman and child of them, leapt to their feet, mad with enthusiasm. They craned their necks to catch a glimpse of the heroine. Unable to escape them, the young girl stood up, blushing. Through the great hall of the Sorbonne, where the most famous people of the world had been honored by France, swept a storm of cheers. A reward more splendid than the Cross of the Legion of Honor, than the War-Cross, than the salutes of soldiers at the front, had come to Marcelle Semmer.

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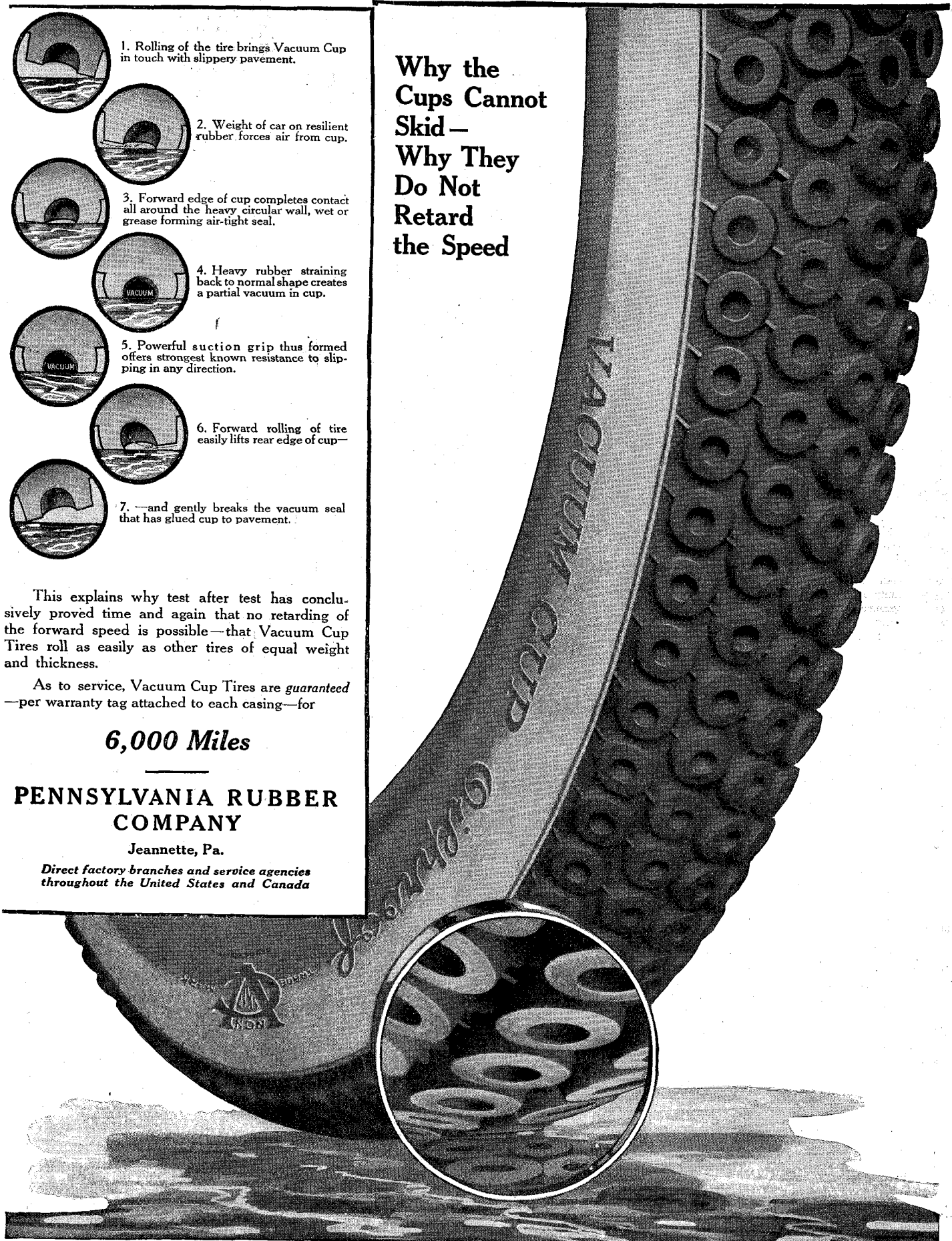
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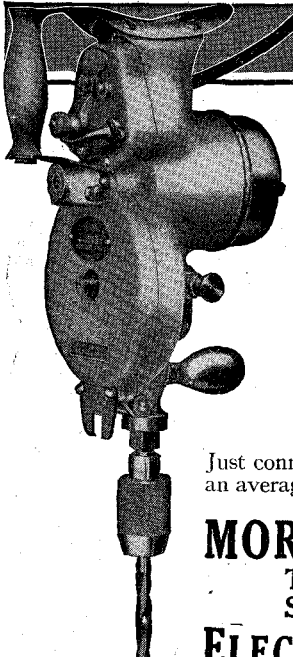
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There's a bracket needed on some machine — Temco drills the holes and taps them.
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Sharpens Tools ~ Grinds Auto Valves

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*Made in four sizes weighing 9 to 19 pounds.
Has finger switch on tool for starting, stopping and instant reverse.*

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THE TOOL OF MANY USES

SEEING AMERICA VIA BAEDEKER

AN Englishman seeing America with a German guide-book is one of the picturesque possibilities of these topsyturvy days. The great German guide-book publisher, realizing that the young New World had grown to its majority, and could now be considered a show-place worth the tripper's trouble, began to publish, a few years ago, one of the little red books devoted exclusively to the United States and its adjacent neighbors. Now, as a writer in the *New York Sun* words it, the guides to France and Belgium are temporarily laid on the shelf, and the fat book labeled "North America," or whatever it is, is becoming thumbed and dog-eared with use. Incidentally, the travelers are learning countless new facts about the New World. It is breaking more traditional beliefs than can readily be estimated. Witness the way *The Sun* puts it:

Seeing America? It will be quite unnecessary to pack a revolver along. When searching for the Pullman the tourist should not make the mistake of calling the car a carriage. When the conductor calls "All aboard" the train is about to start and it behooves one to enter.

The war has served to put America on the map—the tourist's America, as well as America the munition-maker, the money-lender, and the food-producer. Englishmen are not crowding the westward-bound ships these days, but still there are travelers from the British Isles, many of them too advanced in years to fight, and all welcoming a release from the never-ceasing war-talk.

They can not go to the Mediterranean, so they are coming to New York. And not all of them stop here. Florida, California, and the various springs are making their appeal to Englishmen. These tourists are more courageous this year than formerly. And logically so. If one must take chances with *Zeppelins* in remaining at home, why should one hesitate to risk contact with submarines on the deep? And having come thus far, why balk at hold-up men and Indians in the supposedly untamed wilderness beyond the Adirondacks?

Furthermore, here is Baedeker's "United States" with the assurance that—"throughout almost the whole country traveling is now as safe as in the most civilized parts of Europe, and the carrying of arms, which, indeed, is forbidden in many States, is as unnecessary here as there."

And a trip, say to the Pacific Coast, won't be such an awful bore either. For "in a great many ways traveling in the United States is, to one who understands it, more comfortable than in Europe." All that is needed is the power of understanding.

Of course there are some drawbacks. "The average Englishman," Baedeker qualifies, "will probably find the chief physical discomforts in the dirt of the city streets, the roughness of the country roads, the winter overheating of hotels and railway-cars, the dust, flies, and mosquitoes of summer, and (in many places) the habit of spitting on the floor."

Barring such little items the discomforts are not many, and Baedeker tells the prospective tourist how he may make the most of the situation.

One can gradually grow accustomed to

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ON the F-W-D Truck every one of the four wheels works. The strains and stresses are divided and distributed. So the F-W-D lasts years longer. It keeps **ON** the road and **OUT** of the repair shop.

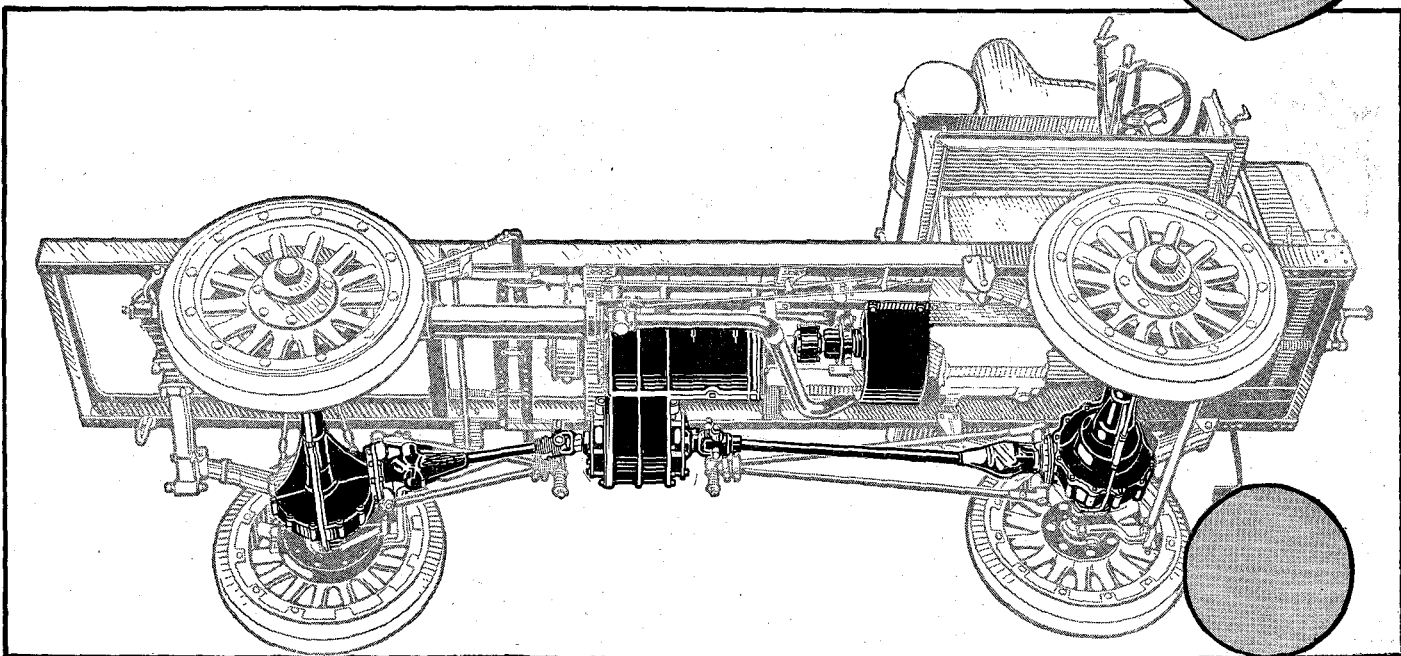
The F-W-D saves gasoline and oil money. It reduces first cost of tires one-third. It doubles tire mileage. Brakes on four wheels as well as drives on four wheels. It saves time and avoids accidents. Make arrangements for demonstration.

Write for booklets and descriptive catalog.

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It offers inexhaustible possibilities. Possibilities that would be welcomed by such an adventurous spirit as Robert Louis Stevenson, were he alive today.

When properly viewed, bicycling has the same flavor of romance and discovery that has endeared his books to so many people—a leisurely comradeship that harkens back to his "Travels With a Donkey."

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Columbia Bicycle

Why let the children have all the sport? Join them on a Columbia spin. Radical suggestion, eh? Not a bit of it.

On that quiet, leaf-dappled road out there, health, happiness and renewed interest in life await your coming. Why not, with the kids, ride forth to meet them?

Remember the Columbia, the best example of bicycle construction in the world. The first bicycle to be made in America. The pioneer. There are numerous new and improved models. Let a bicycle dealer show you them. Complete catalog on request.

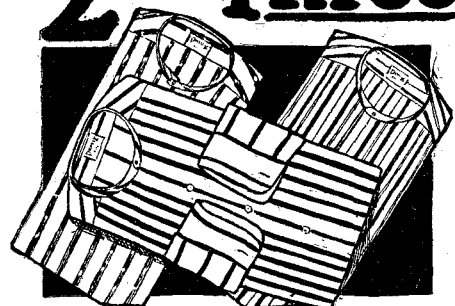


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DEALERS: We have steady customers in each town to turn over to established furnishing goods dealers.

surroundings, ventures the writer, even tho they be strange and uncouth in spots! To this end, Baedeker has included a department of General Hints, from which we glean this illuminating information and helpful advice:

"The first requisites for the enjoyment of a tour in the United States are an absence of prejudice and a willingness to accommodate oneself to the customs of the country. If the traveler exercise a little patience he will often find that ways which strike him as unreasonable or even disagreeable are more suitable to the environment than those of his own home would be. He should, from the outset, reconcile himself to the absence of deference or servility on the part of those he considers his social inferiors; but if ready himself to be courteous on a footing of equality he will seldom meet any real impoliteness.

"The social forms of America are, in their essentials, similar to those of England, and the visitor will do well to disabuse himself of the idea that laxity in their observance will be less objectionable in the one country than in the other. He will, of course, find various minor differences in different parts of the country, but good manners will nowhere be at a discount."

Now for the trip itself. A few final words of caution before the train starts may not be amiss. For it is by train that the journey is to be made. Says Baedeker:

"Coaches, usually called stages, and in some country places barges, have now been replaced by railways throughout nearly the whole of the United States."

To proceed:

"In America the traveler is left to rely on his own common sense still more freely than in England, and no attempt is made to take care of him in the patriarchal fashion of Continental railways. He should, therefore, be careful to see that he is in his proper car. The conductor (guard) calls 'All aboard' when the train is about to start, but a warning bell is seldom or never rung. Each locomotive carries a large bell which is tolled as it approaches stations or level (grade) crossings.

"The carriages are called cars. The conductor is aided by trainmen or brakemen. A slow train is called an accommodation. The ticket-office is never called booking-office. Luggage is baggage and is expedited through the baggage-master. Other words in common use are: turnout (siding), bumper (buffer), box car (closed goods car), freight-train (goods train), caboose (guard's van), cars (train), to pull out (to start), cowcatcher (fender in front of engine), switch (shunt), switches (points)."

But if the railway employees do not look after passengers in patriarchal fashion, Baedeker does. Here, for instance, is our luggage and he tells us just what to do with it:

"On arrival at the station the traveler shows his railway-ticket and hands over his impedimenta to the baggage-master, who fastens a small numbered tag, made of brass or cardboard, to each article, and gives the passenger brass or cardboard 'checks' with corresponding numbers."

Now let us seek a hotel. "When ladies are of the party," says the guide, "it is advisable to frequent the best hotels only."

"On reaching the hotel the traveler enters the office, a large and often comfortably fitted up apartment, used as a general rendezvous and smoking-room, not only by the hotel guests but often by local residents. On one side of it is the desk of the hotel

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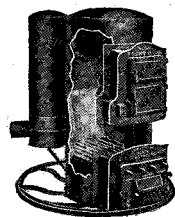
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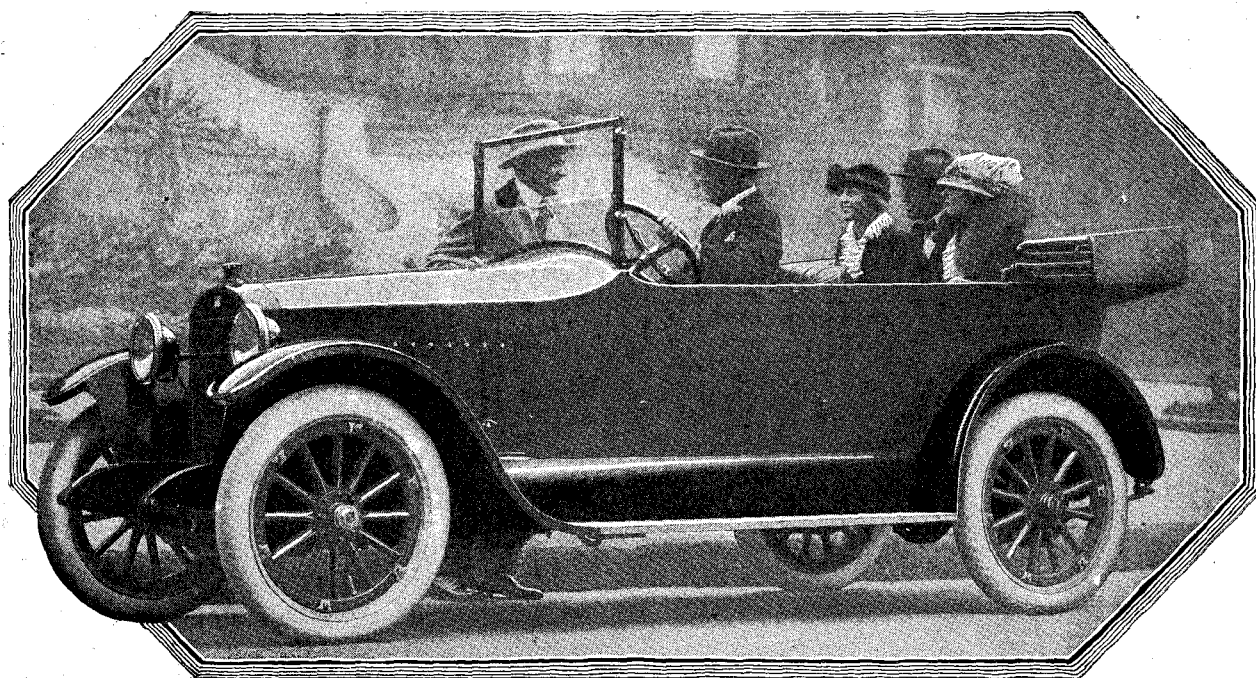
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THE STORY OF LIBERTY SUCCESS is a story of the square deal to the American people.

Before this car was even on paper, a group of prominent and successful men who had made automobile history saw a definite need not met by any car then being sold.

They knew the American people wanted to get away from the hard work of driving and the discomfort of riding more or less common to all moderate sized cars.

So they built a car around one single ideal—the owner's interest. Feature after feature was included which they knew other cars lacked until their car had *every* feature to make it satisfy owners in actual use.

THEY INCLUDED such definite owner "satisfaction points" as the simple chassis design—there is none simpler,—the heavy, sturdy, five inch frame—the correct balance, causing it to hold the road under all conditions—the easy steering—the easily operated clutch—the smooth and silent gear shift—the easily operated but powerful brakes—the absolutely reliable emergency brake—the elimination of grease cups—the seats made comfortable by properly shaped upholstery—the easily adjusted curtains—the wide doors—the handy tool compartment—the weather-tight windshield—the ventilated front compartment—the easy springs—the detachable robe rail—the big fenders—the double lamps—light weight making for greatly extended tire and gasoline mileage.

A car resulted which drove with the utmost ease.

A car resulted which rode easily—with a long, easy, silent swing—over the roughest roads.

A car resulted on which they founded a permanent, honorable business—and they themselves bought all the stock in this company at \$100 per share with no promotion stock to any one.

Because this car was so sturdy, so strong, so dependable, so American—they called it the Liberty.

THEY TOLD THE LIBERTY STORY to the American people, simply and directly, without exaggeration. Liberty features of owner interest were so new that it was only necessary to mention them, and ask that the car be tried out—hard—in comparison with every other car made.

The people heard about the Liberty. They tried it out. They bought it by thousands. A Florida owner who has owned and driven twenty-three cars says, "The Liberty is the best purchase I ever made." Mr. I. J. Helborn of California says, "I have owned ten other cars—the Liberty is the best on the market." "The easiest car I have ever driven," says Mr. C. H. Shore of Nebraska. And so on by hundreds come the endorsements of owners who know, who at last have a car built for their interest.

THAT IS THE STORY OF LIBERTY SUCCESS—a story of a square deal to the American people.

This is the sort of car you want—one designed from the first to satisfy you by delivering miles in comfort economically and well—one including *all* features of owner interest.

You want power and pep, pickup and snap—a car you will be proud to own and glad to drive—then try the Liberty. You will see the difference if you know other cars. On this basis alone the Liberty has sold itself to thousands of motorists who know—and on this basis it will sell itself to you.

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clerk, who keeps the keys of the bedrooms, supplies unlimited letter-paper gratis, and is supposed to be more or less omniscient on all points on which the traveler is likely to require information. Here the visitor enters his name in the 'register' kept for the purpose, and has his room assigned to him by the clerk, who details a 'bell-boy' to show him the way to his room and carry his hand-baggage. If he has not already disposed of his baggage-checks, he should now give them to the clerk and ask to have his trunks fetched from the station and sent up to his room.

"On entering the dining-room the visitor is shown to his seat by the head waiter, instead of selecting the first vacant seat that suits his fancy. The table-waiter then hands the guest the menu of the day, from which he orders what he chooses.

"Guests do not leave their boots at the bedroom-door to be blacked as in Europe, but will find a 'bootblack' in the toilet-room."

Here is an important announcement:

"Liquors of all kinds are sold at saloons (public houses) and hotel-bars. Restaurants which solicit the patronage of 'gents' should be avoided."

By no means of least importance is the key to the American language which Baedeker furnishes. He says:

"The following short list of words in frequent use in the United States in a sense not commonly known in England may be found of service." A few of the words are:

Bedspread—coverlet.

Biscuit—hot tea-rolls.

Block—rectangular mass of buildings bounded by four streets.

Boots—used only of boots coming up wholly or nearly to the knees.

Boss—master, head, person in authority.

Bowl—basin.

Bright—clever.

Bug—beetle, insect of almost any kind.

Bureau—chest of drawers.

Calico—printed cotton cloth.

Chowder—a kind of thick fish-soup.

Clerk—shopman.

Corn—maize or Indian corn.

Cowboy—cattle herdsman.

Cracker—biscuit.

Cuspidor—spittoon.

Deck—pack of cards (used by Shakespeare).

Drummer—commercial traveler.

Dry goods—dress materials, drapery, etc.

Elevator—lift.

Fleshy—stout.

Grip or gripsack—hand-bag.

Gums—overshoes.

High-ball—whisky and soda.

Horse-car—tramway-car.

Lunch—a slight meal at any hour of the day.

Mad—vexed, cross.

Mail—to post.

Mucilage—liquid gum.

Muslin—cotton cloth.

Nasty—disgusting (not used before 'ears polite').

Parlor—drawing-room.

Pie—tart.

Pitcher—jug.

Right away—directly.

Rooster—cock.

Rubbers—galoshes, overshoes.

Shine—to black or polish (boots).

Shoes—used for boots not coming above the top of the ankle.

Sick—ill.

Store—shop.

Street-car—tramway-car.

Take out—An American takes a lady

"out" to dinner, while an Englishman takes her "in."

Track—railway line.

Under-waist—bodice.

Wagon—carriage.

Wait on (table)—wait at.

Baedeker also assures the New Yorker that he will feel at home wherever he may go in the United States. For—"No limit is placed on the number of passengers admitted to public conveyances, and straps are provided in the cars of tramways and elevated railways to enable those who can not obtain seats to maintain their equilibrium."

ATLANTA'S GODMOTHER

FEW ladies have the honor—and the responsibility—of being godmother to an entire city. Most godmothers find that one or two small children make sufficient demands on their care, but when it comes to standing sponsor for an entire city, with an ever-changing population, and, nevertheless, living to the hearty old age of ninety years, the palm must be handed to Mrs. Martha Compton, of Decatur, Ga.

It was for her, when she was Martha Atalanta Lumpkin, that the metropolis of Georgia was twice named. Why the city was twice named appears in a recent issue of the *Atlanta Journal*, which comments on the grand old lady in enthusiastic and affectionate fashion. We read:

In 1842, ex-Governor Lumpkin, who was then a member of the State Railroad Commission, assisted Charles F. M. Garnett, civil engineer, to select the terminus of the Western & Atlantic Railroad, which had been surveyed from Chattanooga.

They chose the spot where the Union depot now stands; and Samuel Mitchell, who owned the land, gave five acres as a site.

He laid out streets, and proposed that the future city be named for Governor Lumpkin. But the latter was then sponsor for one county and one town, and he thought that was enough.

So, his youngest daughter was selected in his place as namesake for the new municipality, and the town was incorporated by the legislature, December 3, 1844, as Marthasville.

Four years later, citizens decided the name was too long and appointed Jonathan Norcross, John Collier, and J. Vaughn, pioneers of Atlanta, to draw new incorporation papers. This they did, but each was a great admirer of Governor Lumpkin, and they agreed that to discard the name of a member of his family and select another name instead would be an affront both to him and to his daughter.

Accordingly, they decided to name the city a second time for the beloved lady who is rapidly declining in strength at her home in Decatur.

They chose the name "Atalanta," which her father had given her in her childhood, because of her quickness and nimbleness, and offered this title to the legislature.

When the city was incorporated on December 29, 1847, however, the second "a" was omitted. This was either intentional or accidental. Some accounts say that Atalanta was changed to Atlanta by the legislature because the latter was

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writes a lady in Florida. "I was having trouble in digesting anything. Altho the doctors changed diets frequently I was overweight 43 pounds. I mapped out a balanced ration by the food table in 'How to Live,' started with the prescribed exercises and have lost 24 pounds with no inconvenience, digest anything I eat, and am now beginning to really feel well." Get your copy of 'How to Live' to-day. It will tell you all about your body and its care. Prepared by eminent Physicians.

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New York

THE REEL WITHOUT A RIVAL

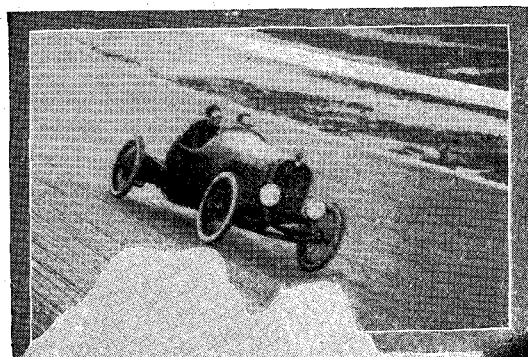
The **CASTER'S IDEAL**

A reel that is really reliable—Faultless in construction. Sturdy in strength. The

GUY-RA-TORY

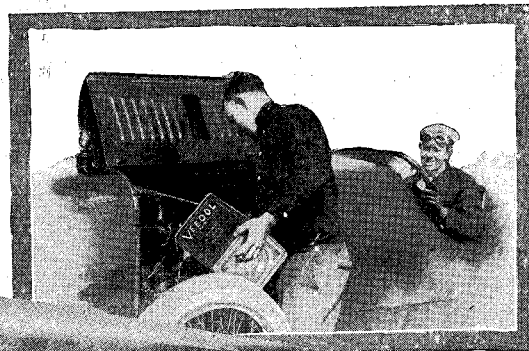
Reel is entirely new. Fewer parts. Greater simplicity. Spool action distributes line without thumbing. Eliminates cutting in. Drives it on spool. Prevents back lashing and snarls. Taken apart in jiffy. Other exclusive improvements fully described in attractive catalog. Write at once for copy. It's Free.

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319 Fifth Street
Racine, Wis.



24 Hour Run—
1,819 miles in 24 hours; rate 89 miles per hour. May 1-2, 1916, Sheephead Bay Speedway. Ralph Mulford, driver. New world's record. Hudson Super Six.

Ralph Mulford uses Veedol for all his record-making runs. "No other oil," he says, "compares with Veedol in efficiency. Veedol gives wonderful results."



Mile Straightaway—
One mile in 35:12; rate 102.5 miles per hour. April 10th, 1916, Daytona. Ralph Mulford, driver. New world's record for stock chassis. Hudson Super Six.

Two World's Records Smashed

Twenty-Four Hour Record

Mile Straightaway Record

All lubrication trouble eliminated by new lubricant that resists heat

1,819 miles in 24 hours!

One mile at 102.5 miles per hour!

These wonderful records have been made during the last year.

Three factors made possible these record runs,

- the car
- the driver
- the lubricant

The expert engineers who planned these record runs, knew each of these three factors was absolutely necessary to success. They knew the car and driver could not break records unless lubrication was perfect.

How the lubricant was selected

There was a lively discussion about what oil to use. Some wanted to use castor-oil, which most racers have used heretofore. Some favored petroleum oil. Some raised the question of what brand of petroleum oil is best.

To settle these discussions a series of tests was made. These tests ended all arguments. They left no doubt in anyone's mind about what oil was the best.

The experts selected Veedol.

They discovered that it forms almost no sediment. They found that it reduces friction and increases speed and power.

The record runs proved the experts right. In all these runs lubrication trouble was entirely eliminated.

Ralph Mulford, who drove the car, says: "No other oil I have ever used compares

with Veedol in efficiency. Veedol gives wonderful results."

How sediment in ordinary oil causes friction

Ordinary oil breaks down under the terrific heat of an automobile engine after a few hours' use. Part of the oil forms black sediment and loses all lubricating value.

This sediment increases metal to metal friction, because the sediment takes the place of a large part of the liquid oil. Then the metal surfaces are pressed into each other and the microscopic teeth grab and cut in.

In a record run this friction spells failure. For the average automobile owner it causes needless expense and loss of power. Eventually the worn parts must be replaced.

How to reduce sediment 86%

The two bottles show the results of the sediment test which the U. S. Bureau of Standards uses. Notice that the left-hand bottle contains fully seven times as much sediment as the other bottle. Both bottles contain oil after five hundred miles of running. The first contains ordinary oil. The other contains Veedol.

Notice that Veedol contains barely one-seventh as much sediment as ordinary oil—86% less!

Veedol is unlike ordinary oil because it is made by the Faulkner process—a recent discovery used exclusively by this company. Ordinary oil cannot have the heat-resisting and wear-resisting qualities of Veedol.

Make this road test today

Clean out your crank case. Fill with kerosene.

Run your motor about thirty seconds under its own power. Draw out all kerosene and refill with Veedol. Then make a test run over a familiar road, including steep hills and straight level stretches.

This test will show you what it means to use a lubricant with 86% less sediment—what it means to save friction and wear.

You will find that your motor has acquired new pick-up and hill-climbing ability. It will vibrate less. It will be more silent than before. It will give greater gasoline mileage. That is all due to saving of friction and wear.

Users of Veedol find that their car not only runs better than ever before, but the cost of upkeep is reduced \$50 to \$115 a year.

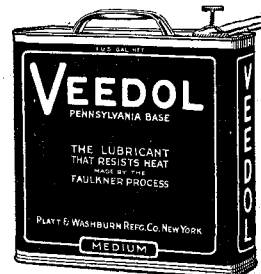
Try in your car the lubricant that has helped make world's records. Make new records for your car. Begin today to get the most out of it.

Buy Veedol today

Over 12,000 dealers sell Veedol. Each dealer has a Veedol Lubrication Chart which specifies the correct grade of Veedol for your car or tractor for both summer and winter use. If you cannot get Veedol, write for name of dealer who can supply you. Buy a can of Veedol today—begin now to get full efficiency from your car.

Send 10c for 80-page Book

Send 10c for our new 80-page book, "The Lubrication of Internal Combustion Motors." It explains fully the construction and lubrication of automobiles, motor boats, tractors and stationary engines. It is profusely illustrated. No other book at any price contains so much information on this subject.



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If your dealer cannot supply you, write or wire us at once, sending his name and the name and model of your car.

30% off list price where no representative is already appointed.

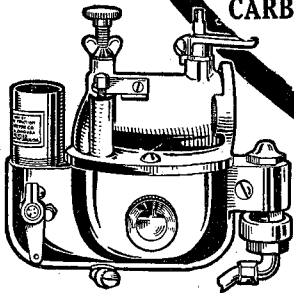
Ask us about our 30-day trial offer.

Dealers, garages, and repair shops make greater profits and give more satisfaction supplying AIR FRICTION CARBURETORS, and spark plugs, than on any other accessory they can handle.

THE AIR FRICTION CARBURETOR CO.

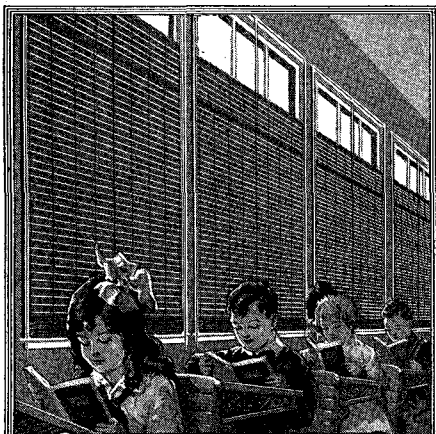
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Made of heat shedding Linwood splints. Add a pleasing rustic touch to school rooms. Colors to harmonize with any finish.

Outlast ordinary shades or awnings by many years. Cords out of way when rolled up. Most practical, healthful, economical shades on the market. Write for details or send specifications for estimate.

THE AEROSHADE COMPANY
769 Oakland St. Waukesha, Wis.

thought to be more euphonious. Others think the change was due to an error by a recording-clerk.

However that may be, the fact remains that Atlanta was named twice for Mrs. Martha Compton. Its other and first name, Terminus, was given it just for awhile, and was never authorized by the legislature.

Mrs. Compton was born in 1827 in Walton County, near Monroe. Her father, before his election to Congress, purchased what was known as the Grant place, near Monroe, and started to improve it by building a double log house which he intended to use as a kitchen when his family residence was built. It was in this log house that his youngest daughter, whom he named Martha Wilson, was born. Later, when she was eight months old, she showed such activity that her father added the name Atalanta. So in this way her name came to be recorded in the family Bible as Martha Atalanta Wilson Lumpkin.

Tho born in Walton County, she remained there only a few years. The greater part of her life was spent in Athens, which was for years the home of her father and his family. After the death of Governor Lumpkin, Mrs. Compton continued to live in the old stone mansion in Athens, which he had built, and in which his declining days had been spent.

Eight years ago this home became the property of the University of Georgia, and Mrs. Compton moved to Decatur, where she has since lived, attended by her faithful colored servant, Emma.

She always liked to talk of politics and of books, and of what was going on in the big world. She used to say she grew tired of women's chatter, and that she wished to hear men talk who could bring her real news.

Her sense of humor remained fresh and young, tho her body grew old; her eyes would twinkle, her lips would curve into a smile, and her words would be quick and kindly.

She loved pets, and she had a little dog that went everywhere with her, and slept at night at the foot of her bed, covered up with a blanket.

Until last September, when a trained nurse came to care for her, just she and Emma lived alone. But she never allowed herself to be lonely. She visited and read, and kept abreast of the times.

Her mind, however, dwelt occasionally on the past. In her house in Decatur is perhaps the most historic collection of furniture in Georgia. Much of it is handsome, all of it is associated with things of the past; and, until her strength began to decline this fall, it pleased her to take dear friends through the house and tell them the history of the settee, the andirons, and the hand-made sideboard given to Governor Lumpkin as a bridal present.

But far more than all these things Mrs. Compton loved her home in Athens; and the greatest regret of her life was when it was sold to the State university, and she moved to Decatur.

Mrs. Compton has been interviewed from time to time, and has told in her own way how Atlanta came to be named.

"When Governor Macdonald appointed papa railroad commissioner," she once said, "and Colonel Garnett came from Virginia as chief engineer to build the Western & Atlantic Railroad, I was a very little girl.

"Papa and Colonel Garnett decided

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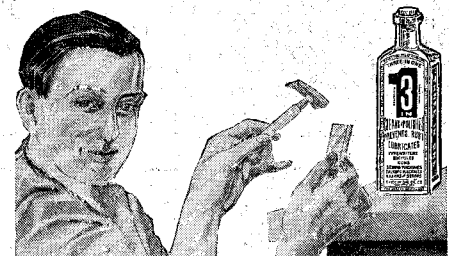
Put up in Sanitary Glass Stopper Bottles. If your grocer cannot supply you, we will send prepaid bottle for 35c in stamps or coin.

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The reason is: A razor blade has an edge like a saw. It has tiny teeth that can easily be seen through a microscope. Rust forms between these teeth. It is this rust that makes a razor "pull."

3-in-One Oil

prevents rust. After shaving simply rub 3-in-One on the edge of the blade.

If you do, no rust can possibly collect. The blade will stay sharp twice as long. Your razor will never "pull." And shaving will become a pleasure instead of a task.

Also put a few drops of 3-in-One on your strop to keep it soft and pliable.

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You can buy 3-in-One from most any store—in Handy Oil Cans, 25c. In bottles, 10c, 25c and 50c.

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Their fine-spun web and shapely fit are attractions you will like for summer dress.

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Millions of pairs—worn by men, women, and children—have proved the super-strength of Holeproof. The finest yarns that money can buy are the basis of their excellence.

**Men's, 30c a pair and up
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Should your dealer fail to supply you, we'll ship direct, charges paid. Write for illustrated booklet.

**Holeproof Hosiery Co.
Milwaukee, Wis.
London, Can. Liverpool, Eng.**

upon the site for the terminus, found the land belonged to Mr. Samuel Mitchell, of Pike County, and sent for him to make the purchase. He responded and donated five acres of land. The dignity of a name for the new station was then discussed, and friends wished to name it Lumpkin. This he declined to allow, as there was Lumpkin County named for him; and the town seat of Stewart County was also Lumpkin. Then Colonel Garnett, knowing of papa's devotion to me, proposed the name of Marthasville, and that was accepted.

"Later, when a more suitable name was desired, it was the universal wish that I continue sponsor; and my other name, 'Atalanta,' was chosen; and the second 'a' left out, either through choice or by accident."

In explaining how the name "Atalanta" came to be given to her, she said:

"When I was eight months old my nurse for a moment left me sitting alone, and I struggled to the floor. I couldn't get back to where I was, so I just started walking and I've been walking ever since. When I was twelve months old I could keep time in dance-steps to music, and I was so quick in my movements that my father declared Atalanta was the only name that fitted me."

In 1913 she made a visit to Atlanta—her city—and was driven through the crowded streets and looked at the tall buildings. What she said was:

"I do hope it's a good place. From what they read me from the newspapers, tho, I'm afraid it isn't."

As she was passing the New Kimball Hotel she had the driver stop.

"Once I owned two lots there," she said. "Mr. Mitchell gave them to me when the town was named Marthasville. In after years, I traded them for a fine horse. I was a good horse. But just suppose had kept the land until to-day!"

HE BURNED HIS COFFIN

THE usual function of a coffin is fairly well known, but now and then it is put to some other use and proves that there are more things in heaven and earth, etc., than are prescribed by ordinary custom. For instance, the story recently appeared in print of a coffin which once brought a dying man back into convalescence. It happened several years ago to Franklin P. White, of Lawrence, Mass., according to the Boston *Herald*, and he is probably the only man who can truthfully say that he owes his life to the fact that he saw them preparing his coffin for him. But, the account adds:

It doesn't indicate that Mr. White is more than usually gifted with human perversity that he refused to take advantage of the preparations made by his friends for his demise, however.

The return of the Massachusetts militia-men brought this incident to light, altho it took place nearly twenty years ago, during the Spanish-American War. Mr. White, who was living in San Francisco at that time, enlisted in a regiment of volunteers, and had served about six months when he was taken ill.

The first of the army surgeons who visited him looked worried after the examination and ordered his removal to an

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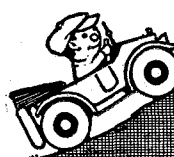
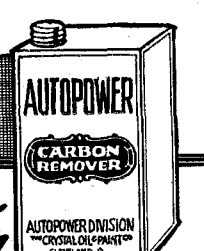
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Dept. 993, New York

Send me, carriage paid, regular \$22.50 set of Thackeray for only \$12.50. I enclose \$1.00, and will pay balance in \$1.00 instalments monthly if I keep the set. You will refund my dollar if I send them back within ten days.

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YOUR car takes the hills on high speed when the cylinders are free from carbon. You get a sweet running engine, easy starting, quick pick-up and more mileage from your gasoline and oil.

AUTOPOWER
THE REAL CARBON REMOVER

Removes carbon while you use the car. Pour it in the gasoline tank. It thoroughly cleans the engine and makes it run like new. Guaranteed not to injure engine or upholstery.

Ask your dealer or send us \$1.50 for one quart, good for 1200 miles, and draft for \$1.50 which you can cash at any bank if dissatisfied with Autopower.

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I enclose \$1.50 for which please send me one quart of Autopower. At the same time send me draft for \$1.50 which I may cash at any bank if Autopower is unsatisfactory.

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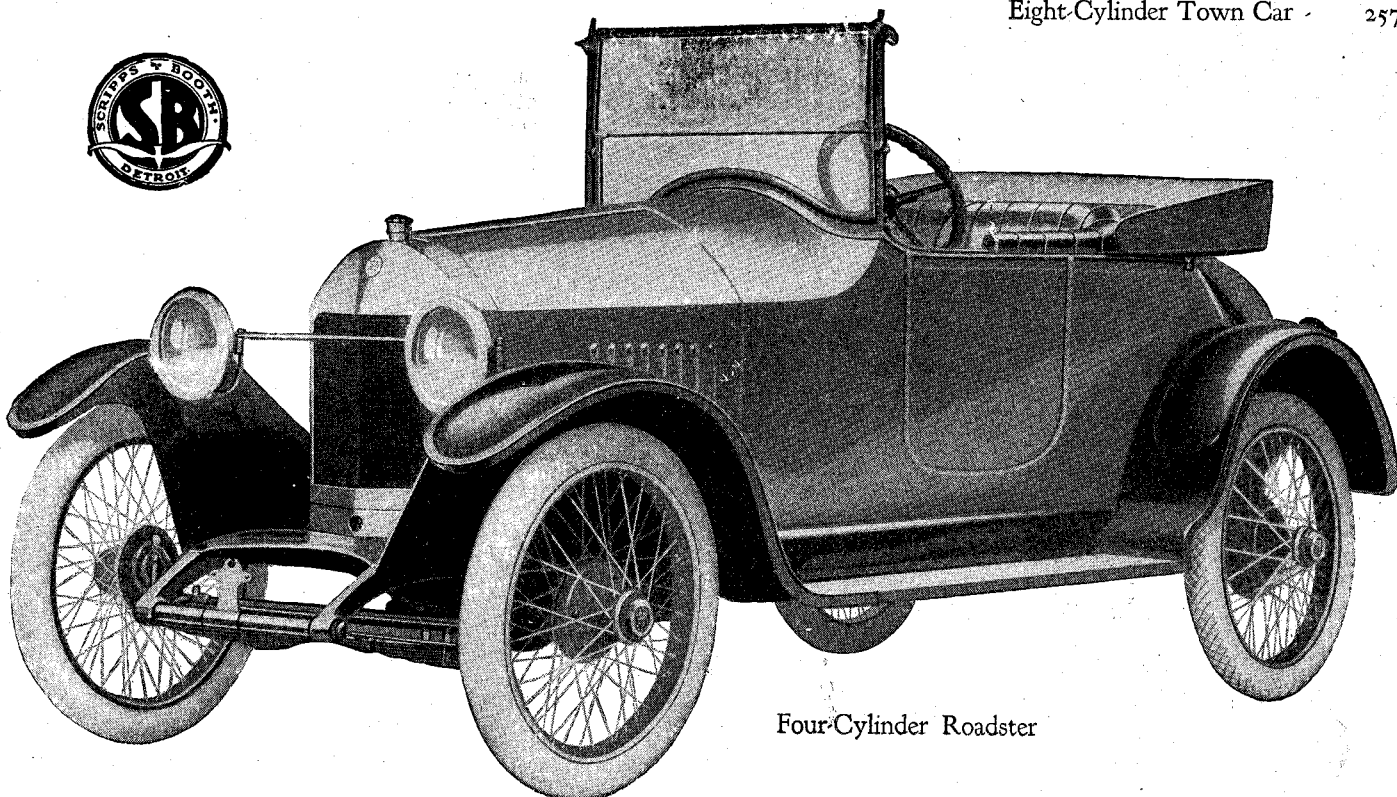
of the sort that compels admiration when exhibited by man, beast or machine, comes to the surface in Scripps-Booth, when heroic demands are made upon it.

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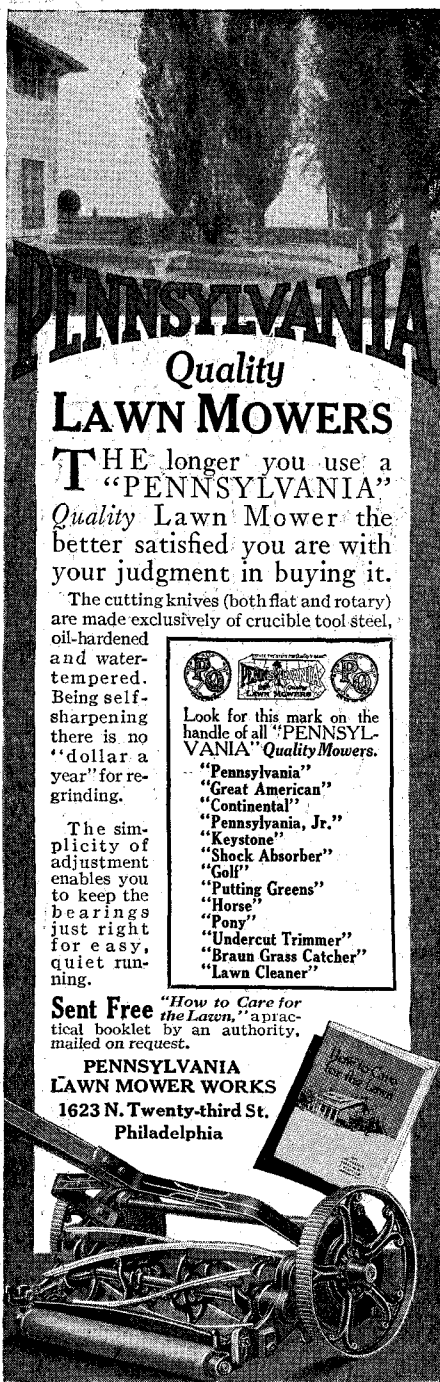
is no fair-weather friend, but a sturdy pal for the long haul—no matter what difficulties the road discloses. Scripps-Booth 'travels light,' with every ounce of superfluous weight stripped away. When the first Scripps-Booth blue print was made, the designers dreamed of a car famed for grit as well as beauty. Scripps-Booth engineers have made that dream come true.

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THE longer you use a "PENNSYLVANIA" Quality Lawn Mower the better satisfied you are with your judgment in buying it.

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FLAG

Laws prohibit reproduction. Flag is bright, fresh colors, soft silk material.

Here is a beautiful desk flag—Old Glory—that will appeal to every loyal citizen of the United States. Flag is silk, attached to silver staff imbedded in solid metal pedestal. About 7" high.

The sentiment inscribed on the pedestal in bas-relief is that of every red-blooded American, as it was Stephen Decatur's a hundred years ago. "Our Country—in her intercourse with foreign nations may she always be in the right; but our country right or wrong."

No. 7348--Silver Plated \$1.50 each
No. 7251--Sterling Silver \$5.50 each

Get one from your jeweler. If he cannot supply you, we will send upon receipt of price, postpaid.

R. Blackinton & Co., North Attleboro, Mass.
Dealers--Write for Proposition

isolation ward. One by one he brought back his colleagues, and altho they all went away with very grave faces, Mr. White was kept completely in the dark as to the nature of his malady. He was not feeling exceptionally ill, and was inclined to treat the mysterious solemnity with which the surgeons contemplated the progress of his case as somewhat of a joke.

"I will never forget the day when they relieved my ignorance," said Mr. White, in telling me the story to-day. "It was lonely in the ward, and I looked forward to the doctor's visit as the event of the day. On this particular morning, however, my efforts to put the conversation upon the usual jocular plane failed miserably.

"Finally the doctor asked me if I had been wondering what disease I had that I should be isolated, and I admitted that the curiosity alone was nearly killing me. Even then I had no premonition of what was coming.

"He spoke one ridiculous word, which I knew pretty nearly pronounced my doom. 'Beriberi' sounds like the name of the Sultan's favorite in a comic opera, but hearing those words under similar circumstances, almost any man would have felt his knees growing wobbly. Beriberi isn't always fatal now, but at that time the chances were about one in fifty for recovery.

"A transport was leaving next day, and I was to be sent to Manila for treatment. The surgeon tried to be encouraging, but his efforts weren't a marked success. Anyway, I gave up without a struggle and would have preferred to remain at the island where the troops were stationed, but he insisted on shipping me down to Manila as a last chance.

"The next morning I went aboard the transport. Since I had found out what ailed me I had been growing worse every second. The doctor equipped me with a variety of medicines, but I was convinced I had to die sooner or later anyway and I didn't even open the package. The crew attended to my needs and for the first two days I lay on deck in a steamer-chair and waited to die, growing weaker every day.

"Finally, we reached a little port where we were to stop for freight. I was amusing myself watching the hordes of natives scrambling up the gangway with bales and crates when I noticed a strapping fellow balancing a huge pine box on his shoulders, which he was carrying toward the boat. I crawled over to the rail and as he passed underneath along the wharf I saw my name scrawled across the lid. It was a coffin, consigned to me and intended for my occupancy.

"I hadn't ordered it, and while I appreciated the forethought of the doctor who, thinking I couldn't last out the trip, had ordered that pine box put aboard at this forsaken little island town, I resolved then and there that I would not take advantage of his kindness."

Of course the patient was not moved in the least by any desire to show his friends how premature they had been, nor by a spirit of perversity and refusal to oblige them, when they had gone to all those pains to make death a pleasure for him. He simply decided that they were too much in a hurry, had taken too much for granted, so he determined to prove that they were

GARDEN TALKS

BREAD, BULLETS, AND LIFE ITSELF

"The crops of 1917 will decide whether the world shall be fed or shall starve in 1918" is the solemn warning uttered by the editor of a great newspaper. The statement is not an exaggeration. It is a truth that goes straight home to every owner of tillable land.

Throughout the world there is grave shortage of crops. The biggest acreage of winter wheat ever planted was sowed last fall. Unfavorable weather has cut down the prospects to the smallest yield of recent years. Kansas reports the crop 50% under normal. Wheat has already topped \$2 a bushel.

Corn is selling at \$1.25, the highest corn has sold in 50 years. There is a deficit in the oat crop. Potatoes are scarce. The world's total combined shortage of the great staples—corn, wheat, rye, barley and oats—is 130,000,000 bushels.

Every ounce, pound, pint, bushel of food products that can be raised must be taken from the earth. We must feed our army and navy. We must nourish our citizens. We must feed starving Belgium and desolated France. Britain, Italy, and Russia are calling for our food. The demands are unprecedented. They must be met.

Who can help, and how? The Department of Agriculture is aroused. Secretary Houston is working to guard against waste on the farms, in the kitchens, to stimulate planting. Herbert C. Hoover, Chairman of the Government Food Commission, will supervise.

The National Emergency Food Garden Commission of Washington is doing yeoman service in boosting intensive plantings in a million home gardens. It is issuing free garden lessons and supplying 1,000 newspapers with daily garden helps.

State officials are urging increased production. Governor Walter E. Edge, of New Jersey, recently proclaimed a "Planting Day" to be followed by a "Planting Week." Other governors are awake.

Business and professional men are planting every available acre. A great New York banker is plowing every square acre except the lawn in front of his house and necessary pasture land. Golf links are being turned into food product areas.

The railways are cooperating with instruction cars, etc. The Lehigh Valley and the Lackawanna are especially busy with this work. The Buffalo, Rochester and Pittsburgh is giving its employees free potato seed with privilege of planting on unused portions of its right of way.

Schools, colleges, and universities all over the land are pushing the greater planting work.

The owner of every farm, big or little, should plant the maximum acreage. Even the suburban garden patch is an important contributor to food economics this year.

The housewife can help. The 1917 food crops must be conserved. Vegetables and fruits should be dried, preserved, canned. The Government issues the latest instructions. Wastes must stop.

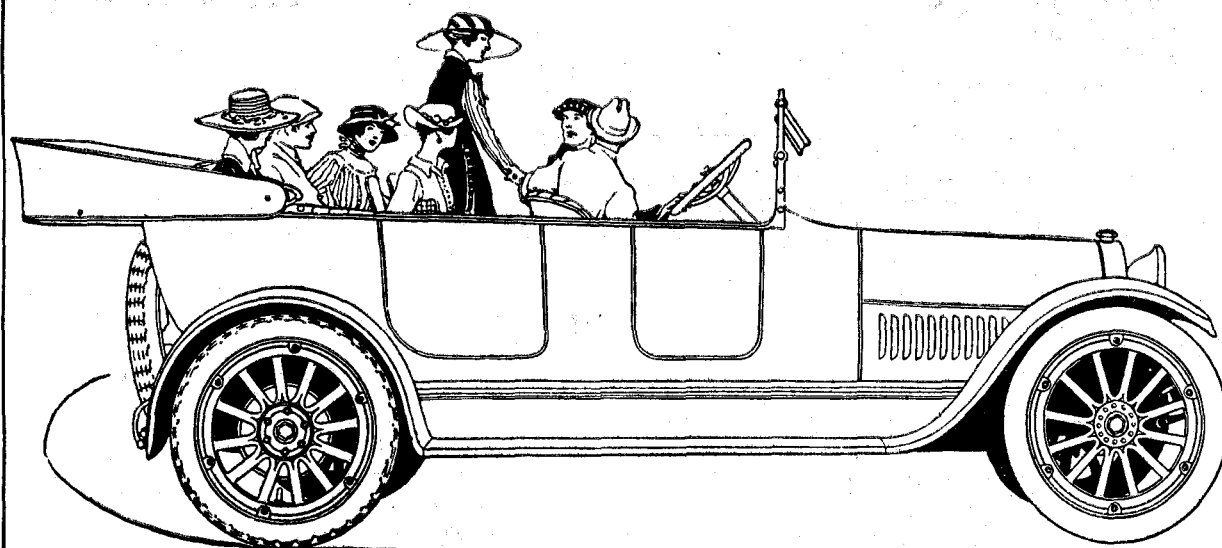
England has met farm labor shortage by organizing a plowing army. France is supplying her farmers with tractors. Russia is putting improved machinery to work. America must lead.

Remember these ringing words of President Truesdale, of the Lackawanna Railroad: "It is not only a patriotic duty, but an economic necessity, that we should put forth every effort of brain and body to produce every pound and every bushel of food products that the ground will yield under the most intensive system that science and practical experience can devise."

Plant! Plant! Plant! and save our own and other people from starvation! For reliable seeds consult the announcements in these columns.

Garden Dept., THE LITERARY DIGEST

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"Sturdy as the Oak"

mistaken in his chances of recovery. We are further told:

He went below and hunted up the doctor's consignment of medicines, and started the prescribed schedule on the spot. But the thought of that long pine box somewhere on shipboard seemed to counteract the effect of all he took. He was wholly at a loss how to rid himself of the thing, however.

Finally, he encountered one of the black natives of the ship's crew and attempted to make known his wish that the innocent-looking pine box be removed from shipboard. The native listened in stolid silence without comprehending a word. Finally, with the native in tow, he hunted up the box among the bales and crates in the hold. He pointed overboard and again at the furnace in the boiler-room. At last he remembered there is a universal language understood everywhere from Broadway to Brazil, a sort of Esperanto of the nations, and he slipped a shiny gold eagle to the ship-hand.

"I had the satisfaction of seeing that perfectly good pine box in flames inside of fifteen minutes," said Mr. White to-day. "I drew a deep breath and started out to get well, and the strange part is that I never again doubted for a second that I would get well. I placed myself under treatment in Manila, and the most skeptical of the doctors never succeeded in shaking my faith in their ability to cure me.

"Three months later I left Manila for San Francisco. And when the battalion of Oregon militia that had been stationed at Cape Engano came back to San Francisco, I hunted up that surgeon who had ordered my coffin and introduced myself."

SOUTH AMERICA ON A DYNAMITE-KEG

TWO years ago the great dynamite-keg in Europe exploded with a shock that threw millions of men into war. People were surprised, those of us who were not on the inside and did not know that for decades the various nations had been steadily pouring social dynamite of all kinds directly into that keg, knowing that it was going to be set off at some future time. It has been generally admitted that there were few informed people in Europe who did not know that the war was bound to come.

Now, according to the *Philadelphia Ledger*, South America is sitting quietly on just such a keg herself. No one knows just when it will be exploded, just when a half-dozen countries will be hurled into war, and some of them into extinction, perhaps, but great numbers of those who are in a position to know believe it is inevitable. The recent hint of war between Venezuela and Peru, and Colombia and Ecuador, brought sharp international attention to bear upon the South-American continent, and *The Ledger* believes:

They might easily do what the Balkan mix-up did to Europe.

There is the same feeling that a widespread clash can not be prevented, the same conflict of interest, same warnings, same preparations, same groaning under the

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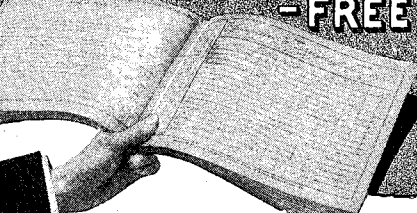
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weight of these preparations and the same undercurrent of international ill feeling. If and when war comes the two principal belligerents probably will be Argentina and Chile.

Not a country in South America lacks a boundary dispute with some other country. Each is a little Alsace-Lorraine.

Chile and Argentina had a nasty dispute of the kind in 1898. It reached the point of mutual mobilization. England interfered and arbitrated. Argentina got a large area of land in southern Patagonia which Chile claimed should have gone to her. This has rankled ever since.

Chile is very poor. If she could take by force of arms that land she might get another portion as indemnity. It would give her all of South America along her present eastern boundary as far south as the latitude of the Chubut River, which is about 1,000 miles north of Cape Horn, and thence, to the southward, the whole continent from the Pacific to the Atlantic.

This would transform Chile into a moderately rich nation, for southern Patagonia is a fine cattle country and there are stories of rich petroleum-deposits there.

This would mean war with Argentina.

Here is where Peru would get into the situation. In 1879, as a result of a war, Chile annexed the two southern Peruvian provinces. Peru has been longing ever since for a chance to get them back.

Like Montenegro just before the war, and Russia in the time of Peter the Great, Bolivia is a country lying entirely inland, without a "window" on the sea. And, like the windowless lands which we have known before, Bolivia secretly hopes to gain her desired outlook somehow. We are given to understand:

The two provinces Chile took from Peru are bounded on the west by the Pacific and on the east by Bolivia. On their coast are the ports of Tacna and Arica. These would constitute a "double window" if Bolivia could get them.

Chile probably would turn them over to the Bolivians to defend from Peru.

Peru would be too strong for Bolivia, but Ecuador and Colombia would help give Peru a trouncing to keep the latter from trying to enforce claim on parts of the Putumayo rubber country, concerning which Sir Roger Casement made a report a few years ago.

Parenthetically, Colombia claims certain territory in northern Peru, and surely would think the time favorable for grabbing it.

This would be the cue for Peru's friend, Venezuela, to invade Colombia and secure a slice of territory she covets.

North of Argentina is Paraguay. The Paraguayans have lost territory to Argentina and are wild to recover it. Many South-Americans believe Paraguay could count on military support from Brazil.

A Hint.—STAGE-MANAGER—"My dear, I wish you would wear a different gown in the second act."

RTA RAVENYELP—"But that is the latest style, and I paid two hundred dollars for it."

STAGE-MANAGER—"That may be true, but when your husband says: 'Woman, you are hiding something from me,' the audience can't figure out what he means."
—Passing Show.



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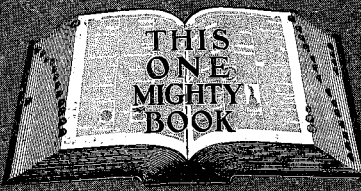
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Earned It.—WOMAN—"How did you get that Carnegie medal?"

TRAMP—"Heroism, lady. I took it away from a guy that was twice my size."
—*New Orleans Times-Democrat.*

Chiefly Temper.—Very likely you have overlooked it; but geography has nevertheless had its little joke, its quiet little satire, by locating the war in what has hitherto been called the Temperate Zone.
—*Puck.*

The Hint that Failed.—CALLER (waiting for an invitation)—"Two o'clock! I fear I am keeping you from your dinner."

HOSTESS—"No, no; but I fear that we are keeping you from yours."—*Boston Transcript.*

Got His Number.—PITTSBURG MAN (telephoning to Long Island from New York)—"Ten cents? Why, in Pittsburg we can telephone to Hades for a nickel."

CENTRAL—"But this is a long-distance call."—*Pitt Panther.*

The Simple Truth.—MABEL—"I'm going to get married next month, Lizzie, if Jim can get a week off from his job. I think he'll be able to; yer see, it isn't as if 'e was asking for a vacation to have a good time."—*Vanity Fair.*

He Died for the Union.—SERGEANT—"Ey there! Where are you going?"

THE ABSENT-MINDED BEGGAR (who had climbed out of the trench)—"'O! Jiminy! When that bloomin' shell w'stled over'ead Hi thot it was twelve o'clock."—*Nebraska Awgwan.*

A Glorious Trinity.—In an Ohio town is a colored man whose last name is Washington.

Heaven has blest him with three sons. When the first son arrived the father named him George Washington. In due time the second son came. Naturally he was christened Booker Washington. When the third man child was born his parent was at a loss, at first, for a name for him. Finally, tho, he hit on a suitable selection.

The third son, if he lives, will go through life as Spokane Washington.—*Saturday Evening Post.*

Worth the Risk.—Dear Auntie Mabel had sent the three Morgan children a very beautiful imitation fruit each, made of sugar and nicely colored.

Mrs. Morgan thought they ought to be saved; the kids thought differently.

"Now, you really mustn't eat them, you know," explained mother, in a last desperate effort. "They look awfully pretty, but I'm not sure that the coloring may not be dangerous. In fact," she went on, dropping her voice in an awesome whisper, "I have heard of children dying from eating colored things."

She thought that would do the trick, but early next morning she heard a sound out on the landing and, going to see who was astir so early, found Elsie trotting along the passage.

"Where are you going, dear?" she asked. "It's not six o'clock yet."

"Going to see if Dick and Arthur are dead yet," replied the eight-year-old miss. "I'm not."—*Tit-Bits.*

No Source of Supply.—"Little girl, why aren't you provided with an umbrella?"
 "Because father hasn't been to church this year."—*Puck*.

Selfish.—JACK—"Can she keep a secret?"

MAUD—"Yes, the disagreeable thing."
 —*New Haven Journal-Courier*.

Literary Note.—GUIDE (in Shakespeare's home town)—"An' them you see in that jail are 'ardened criminals."

TOURIST—"Ah! The Barred of Avon."
 —*Jack o' Lantern*.

Zim's Last Hope.—Speaking of "lost provinces," there are of course New Hampshire, Ohio, and California. Perhaps Herr Zimmermann will make a proposition to the Republican National Committee.—*Puck*.

Some Witness.—The prosecuting attorney had encountered a somewhat difficult witness. Finally he asked the man if he was acquainted with any of the men on the jury.
 "Yes, sir," announced the witness, "more than half of them."

"Are you willing to swear that you know more than half of them?" demanded the lawyer.

"Why, if it comes to that, I'm willing to swear that I know more than all of them put together."—*St. Louis Republic*.

Keep a File.—We are not going to tire our patient readers by naming those who are sick, but, with all respect to our sick, we will say those who were sick last week are slightly improved; exceptions, however.—*The McConnellsville (O.) Herald*.

Irrigated.—George was hampered by a mother whose idea of godliness was cleanliness. Notwithstanding the frequent baths to which he was condemned, George thrived exceedingly. One day a neighbor remarked on his rapid growth.

"Yes," said George, "that's ma's fault. She waters me too much!"—*Til-Bits*.

Her Turn.—"What would you do if I turned you down?" she asked shyly, as they sat on the parlor sofa.

The young man looked straight ahead, but said nothing. After a few moments of silence she nudged him with her elbow and said: "Didn't you hear my question?"

He looked around, apprehensively.
 "I beg your pardon," he replied. "I thought you were addressing the gas."—*St. Louis Republic*.

Retreating to Victory.—An intoxicated man hailed a cab.

After he had climbed in, the cabby leaned over and asked, "What street do you want?"

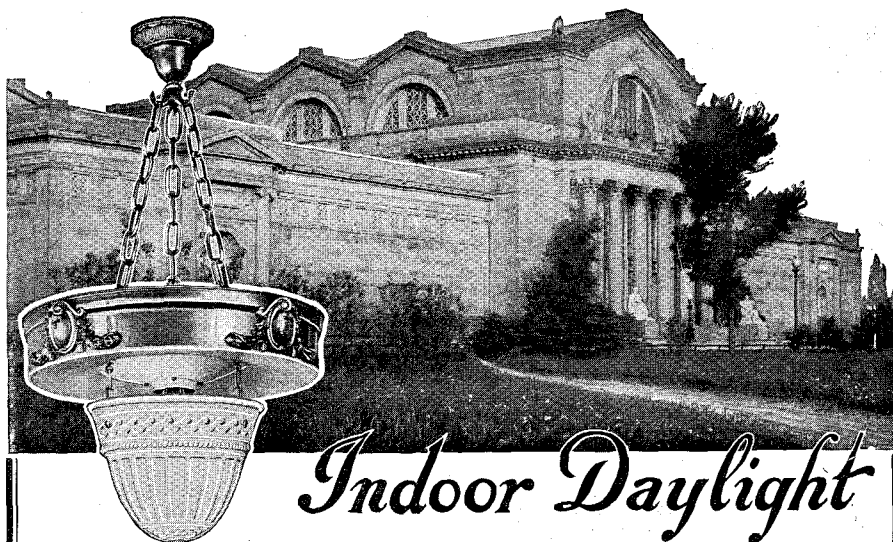
"What streets have you?" he inquired.
 "Lots of 'em," smiled the cabby, humoring him.

"Gimme 'em all," he said, waving his arm grandly.

After they had been driving for several hours, the man in the cab ordered a stop.

"How much do I owe you?"

"Seven dollars and fifty cents."
 "Well—you better drive back till you get to thirty-fi' shents, 'cause thashall I got."—*Illinois Siren*.



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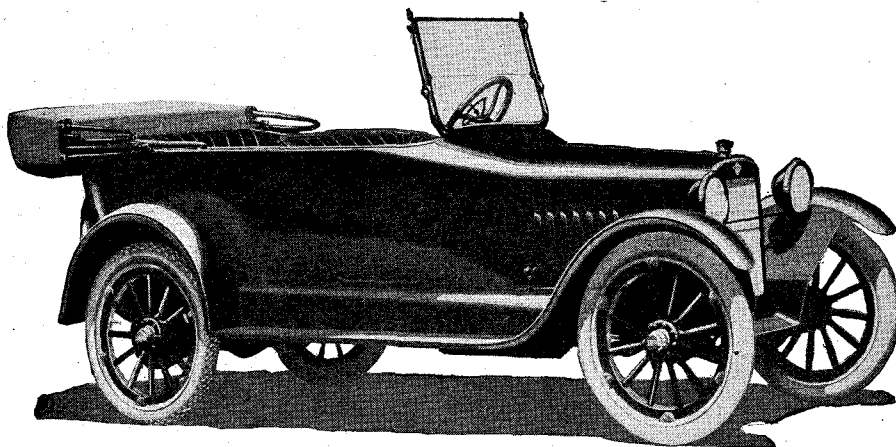
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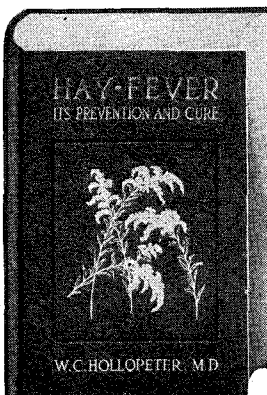
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CURRENT EVENTS

THE GREAT WAR

AMERICA'S ENTRY

April 5.—The House of Representatives passes the War-Resolution by a vote of 373 to 50, after a continuous debate of 16½ hours.

The unarmed American ship *Missourian* returning to the United States in ballast is sunk in the Mediterranean by a submarine. The American Consul at Cardiff reports the sinking of two other vessels having Americans on board. Queenstown announces the torpedoing of the British horse-transport *Canadian*, carrying 56 Americans.

The Council of National Defense announces the formation of an Economy Board whose duty shall be to facilitate the distribution of food and merchandise to the civilian population and to keep prices low.

President Poincaré cables President Wilson his welcome of the United States' entry into the war.

April 6.—At 1 p.m. President Wilson signs the resolution formally declaring a state of war with Germany. He issues a proclamation to the American people announcing the war, and setting forth rules by which Germans in this country shall guide their conduct.

The Navy Department issues orders to mobilize the entire naval forces both in ships and men. All reserve war-ships, the Naval Militia, and the Coast-Guard and Lighthouse Service are placed on a war-footing. The volunteer power-boat patrol goes into active service.

All restriction on the armament of Allied merchantmen entering our ports is removed by the State Department.

President Wilson authorizes the seizure of all wireless apparatus, including amateur outfits, which are not required by the Navy.

American ports are opened to Allied war-ships. They may take on provisions and supplies and enter and leave without restriction.

President Wilson approves the General Staff's Army Bill, which calls for an army of one million to be raised by "selective draft."

Sixty alleged ringleaders in German plots in this country are arrested immediately after the declaration of war.

Fred Matthews, bridge-guard on the Maine Central, finds a lighted dynamite-bomb on the bridge and throws it into the Kennebec River before it explodes. Matthews arrested a man found loitering near the bridge, who is believed to be a German.

Premier Lloyd George issues a statement welcoming America to the ranks of the Entente.

William J. Bryan asks the President to enroll him as a private.

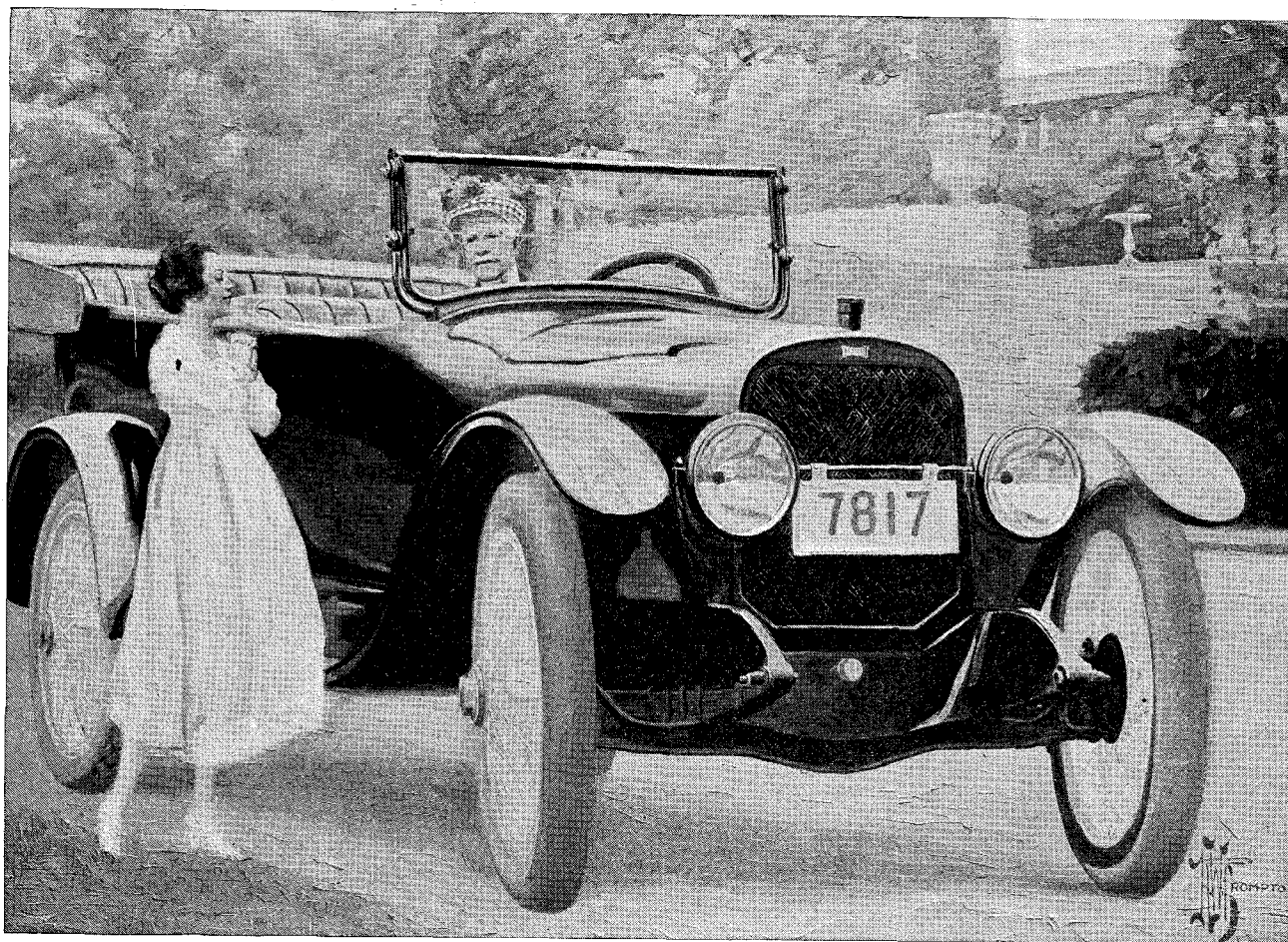
Ninety-one German vessels interned in American harbors are taken over by the United States. The seizure amounts to approximately 629,000 tons, with a value of \$148,000,000.

April 7.—The crew of the German auxiliary cruiser *Cormoran*, interned in Guam, blow up their vessel, with the loss of two men, to prevent its seizure by agents of the United States.

The arrest of alleged German spies and sympathizers continues throughout the country.

Herbert C. Hoover, chairman of the Commission for Relief in Belgium, is appointed chairman of a committee on American food-supply and prices by the Council of National Defense.

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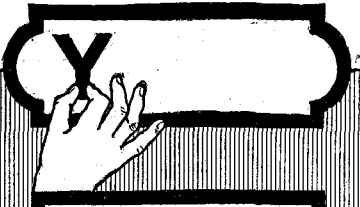
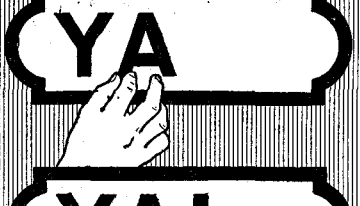
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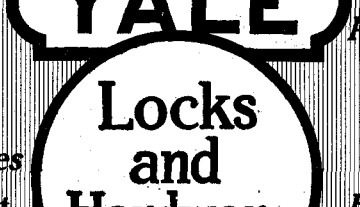
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A proclamation signed by President Valdez, of Panama, promises the United States complete cooperation in the defense of the Panama Canal.

Two German raiders are reported to be off the New-England coast, and naval units are dispatched to capture them.

April 8.—Austria-Hungary breaks off diplomatic negotiations with the United States. Milan dispatches state that the rupture was decided upon at a meeting of the two Emperors immediately after the receipt of the President's message.

Organized labor pledges its unqualified support to the Government during the war, and its leaders promise to use all their influence to prevent strikes in the present emergency. Union officials declare that neither employers nor employed should attempt to change existing conditions of labor.

The American flag is hoisted on the Western front by the Lafayette Escadrille, which is composed of American aviators, Paris reports.

April 9.—Fourteen Austrian ships interned in American harbors are taken over by the Government when Washington receives official notice that Austria has broken diplomatic relations.

President Wilson formally approves the plan of building a fleet of 1,000 wooden ships of from 3,000 to 3,500 tons each to meet the loss of tonnage due to submarine warfare.

A General Munitions Board is created by the Council of National Defense. It will be headed by Frank A. Scott, a Cleveland manufacturer, and will be charged with supplying munitions and equipment to the Army and Navy.

Secretary Daniels announces that the entire Eastern coast has been patrolled by the Navy since April 7.

The opposition to the "selective draft" measure which has developed in the House causes President Wilson to arrange a series of conferences with the opponents of the bill to explain its necessity and importance, says Washington.

April 10.—According to the present plans of the Administration, no units of the American Army will be sent to Europe until approximately 1,000,000 men have been placed in training, says Washington.

Two United States destroyers capture a schooner loaded with munitions on its way to a Mexican west-coast port.

Colonel Roosevelt confers with President Wilson and pledges his support to the "selective draft" measure and the other features of the Administration program. Following this talk the Colonel holds a series of conferences with political leaders at Washington.

Secretary Daniels asks the newspapers not to print any news concerning the arrival or departure of ships of any sort.

April 11.—The United States State Department announces that England is sending Foreign Secretary James Arthur Balfour, Admiral de Chair, General Bridges, and the Governor of the Bank of England to represent her in the Allied Council with the United States, to be held here shortly.

Authoritative reports from Washington assert that the French Commission to the United States is to be headed by former Premier Viviani. The Commission is expected to discuss American participation, finance, and the maintenance of the food-supply.

The Revenue Bill, authorizing a bond-issue of \$5,000,000,000 and \$2,000,000,000 in certificates of indebtedness, is introduced in the House. It is believed that \$3,000,000,000 of this sum will be loaned to the Allies.

The Senate passes the regular annual appropriation for the military establishment.

Lieut.-Com. Woods, of San Francisco, warns shipping that German submarines are believed to be operating in the Pacific.

Fairfax Harrison, Samuel Rea, Howard Elliott, Julius Kruttschnitt, Hale Holden, and Daniel Willard (*ex-officio*) are chosen as the members of the executive board which will have full power to administer the transportation of troops and supplies in the United States during the war.

The Government's armor-plate and projectile factory will be located at Charleston, W. Va., Secretary Daniels announces.

Herbert C. Hoover accepts the chairmanship of the new Food Board in the United States, says London. His first act is to initiate a wide inquiry into the existing food situation in the Allied countries.

New York State decides to take a war-census, to begin May 15th. Every man and woman between 16 and 64 must give a record of their present occupation and the service they could perform in time of war.

THE SPRING DRIVE ON THE WEST FRONT

April 5.—Berlin launches an assault on a front of one and a half miles west of Reims and pushes the French across the Aisne Canal at a few points. On the greater part of the front the attack fails, says Paris.

General Foch, commander of the center in the battle of the Marne, retires from active service.

British in the St. Quentin sector capture two villages, and continue to advance slowly.

April 6.—A French counter-attack in the Reims sector wins back almost all the trenches along the Aisne Canal lost to the Germans yesterday.

The British advance north of St. Quentin progresses in the face of stiffening resistance. The village of Lempire is taken.

April 7.—The greatest air-battle of the war took place over and behind the German lines during the last 48 hours. General Haig sent out the full British air-forces to scout and secure photographs behind the German positions. This operation was successfully performed, but 100 planes were lost in the battle which resulted. The Germans lost 46 planes and 10 balloons, the British and French 44 machines. More than eight tons of bombs were dropped on German communications and supply-depots.

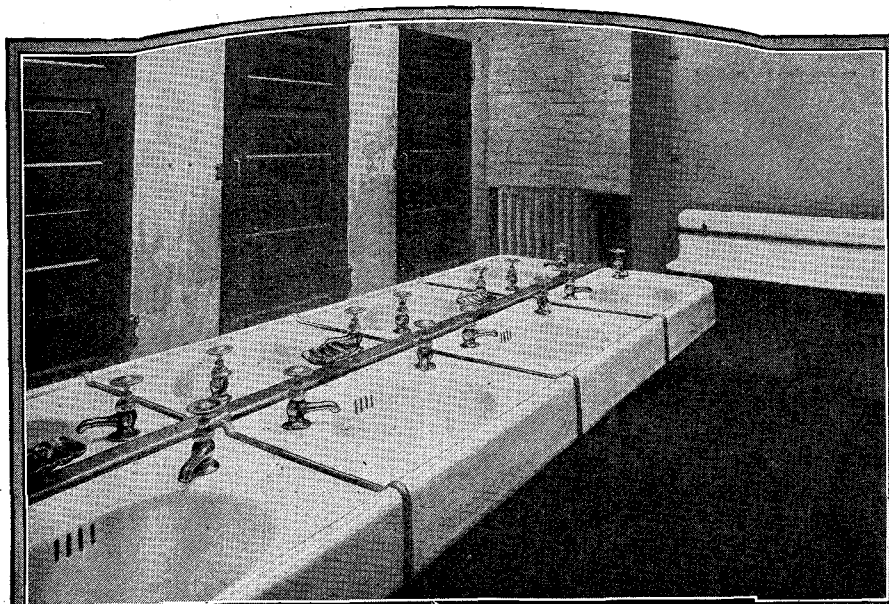
April 8.—The French Government orders the civil population of Reims to evacuate the city, owing to continued shelling by the Germans, says Paris.

British troops advance slightly on the Bapaume-Cambrai road, cables London.

April 9.—The British troops begin a great offensive on a twelve-mile front north and south of Arras, announces London. The German positions are penetrated two and three miles deep, and many important fortified points are captured, including the "field fortress" of Vimy Ridge. Over 6,000 prisoners have already been brought in.

Two villages are captured by the British near St. Quentin, and progress continues about Cambrai.

April 10.—The offensive around Arras is unchecked, reports General Haig. British and Canadian troops advance two miles on the entire twelve-mile front, and 11,000 prisoners, 100 guns, and large numbers of machine guns and



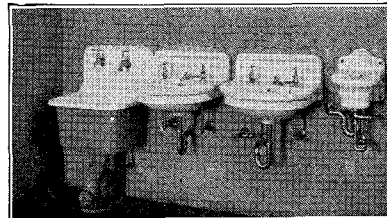
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other supplies have been brought back from the front since the drive began. Operations at Cambrai and St. Quentin are successful.

A German attack on the Ypres salient reaches the supporting trenches, but the British recover their positions by a counter-attack.

April 11.—A heavy fall of snow in the Arras sector prevents any important advance. The position of Monchy-le-Preux is captured and held against counter-attacks.

The German report asserts that 1,000 British prisoners were taken in a counter-attack near St. Quentin. London admits a repulse.

OTHER FRONTS

April 5.—British and Russian armies in Mesopotamia join. The Russians drive the last Turkish soldiers from Persia, and their cavalry occupies two frontier towns.

Artillery-duels are in progress along the Italian front, accompanied by air activity, says Rome. A general Austrian assault is expected.

Russians in Galicia repulse six German attacks on their trenches, reports Petrograd.

April 6.—The Bulgars on the Macedonian front attack the French lines without result.

The combined Russian and British advance-guard in Mesopotamia is in hot pursuit of the Turks, says the British War Office.

GENERAL

April 5.—The Norwegian Legation in London announces that 105 Norwegian ships, a total of 166,322 tons, have been sunk by mines or submarines during February and March. Sixty lives have been lost, and 122 persons are still missing.

April 6.—A German airplane drops bombs on the Kentish coast.

April 7.—Copenhagen reports that the Norwegian ship *Camilla*, carrying corn for the Belgian Relief Commission, is sunk without warning. Seven relief ships have been sunk since February 1, all unarmed and in Berlin's safety-zone.

April 8.—The British Admiralty reports that one German destroyer is sunk and another severely damaged off the coast of Belgium. The port of Zeebrugge is attacked by destroyers and seaplanes.

April 9.—The British have been destroying U-boats at the average rate of one a day since February 1, say returning travelers from Europe. They claim they have the authority of Naval and Admiralty officials for the figures.

April 10.—Official figures from the United States State Department report that 686 neutral vessels, 19 of them American, have been sunk in the unrestricted submarine campaign up to April 3rd.

The liner *New York* strikes a mine off Liverpool, but makes the harbor unaided without loss of life.

April 11.—The Spanish steamer *San Fulgencio* is sunk unwarmed. This is the first Spanish ship sunk by the Germans without notice.

The English Admiralty announces that in the week ending April 8, 17 British vessels exceeding 1600 tons and 2 smaller ships were sunk by U-boats. Fourteen merchantmen were unsuccessfully attacked. This report shows a slight decrease in the number of sinkings.

London admits that the food situation in Great Britain is critical.

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FOREIGN

April 6.—President Menocal asks the permission of the Cuban Congress to declare war on Germany.

Holland refuses to allow armed merchantmen to enter her ports, says The Hague.

The American Consul in Mexico reports that public sentiment is turning from Germany to the United States.

April 7.—The Kaiser orders Chancellor von Bethmann-Hollweg to submit to him proposals for the reform of the Prussian election-law to be discussed and put into effect after the conclusion of peace, announces Amsterdam. There is agitation in Germany for immediate reform.

Cuba declares war on Germany and seizes four ships interned in her harbors.

April 8.—Only 500 Americans are left in Germany, according to a cable from Berlin, which asserts that the German Government will not interfere in any way with their movements.

April 9.—Germany's Eastern drive is halted while Socialist members of the Reichstag endeavor to persuade the Russian Government to a separate peace, reports Copenhagen.

April 10.—Brazil severs diplomatic negotiations with Germany when reports are received from France proving that the steamer *Parana* was torpedoed.

The Russian Government issues a proclamation admitting the grave danger of a German drive and calling on all classes to aid in the defeat of the enemy.

The wide-spread strikes which have threatened the military and civil supplies during the last few days are being settled rapidly.

All estates and investments belonging to the former Czar are transferred to the Government Constituent.

The Russian Government announces that it does not desire conquest or the annexation of territory by the war, but only a lasting peace, declare Petrograd dispatches.

April 11.—Argentina remains neutral, but indorses the stand taken by the United States against Germany. Buenos Aires decides to make no official pronouncement of neutrality, and is now mobilizing her forces.

DOMESTIC

April 5.—Asbury Park, N. J., is swept by fire. Twenty-five buildings, including seven large hotels, are destroyed with a property loss estimated at \$1,000,000.

April 7.—An incendiary fire does \$500,000 damage at Belmont Park race-track.

April 8.—The Rev. Billy Sunday opens his three months' evangelistic campaign in New York by identifying himself with the war-sentiment and calling for loyalty to country as well as service to God. He announces that he will divide all the money he receives for his work, above expenses, between the Red Cross and the Y. M. C. A.

April 9.—Richard Olney, Attorney-General and Secretary of State in Cleveland's second administration, dies in Boston at the age of 81.

St. Louis is shaken by a slight earthquake.

April 10.—The Eddystone Munitions Plant at Chester, Pa., is blown up. Over 125 workers, more than half girls, are killed. Officials of the company affirm that the explosion was caused by an outside agency.

April 11.—Dye companies organize in a \$20,000,000 merger to combat German competition after the war.

Jonas Weil, philanthropist, dies in New York at the age of seventy-nine.

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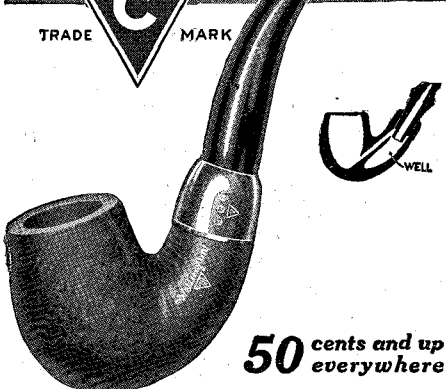
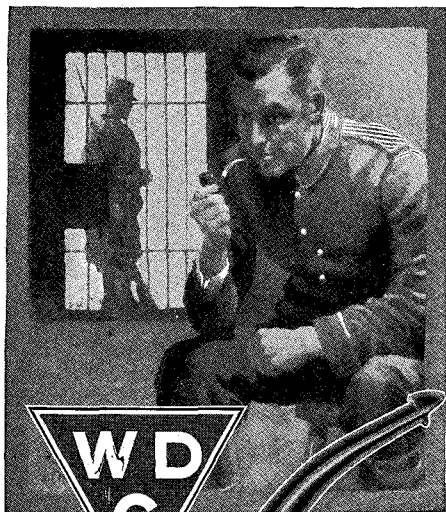
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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the current use of words, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"E. C. H.," Dell Rapids, S. Dak.—"Please explain the meaning of 'Dramatic Moral.' In Hazlitt's 'Characters of Shakespeare's Plays' is this statement: 'The whole dramatic moral of "Coriolanus" is that those who have little shall have less, and that those who have much shall take all that others have left,' etc."

Moral is defined as follows: "The lesson taught or designed to be taught by a fable, story, or the like; the instruction or significance of a thing." A "dramatic moral," therefore, would be the lesson intended to be conveyed by a drama, such as "Coriolanus."

"H. C. W.," Dallas, Texas.—"(1) Is it proper to use an apostrophe with the pronoun *its* except when the word is used as a contraction of 'it is'? (2) In the sentence, 'They were hurled from the car and struck in the center of the railroad track,' is it wrong to use *center* in such a sense?"

(1) The pronoun *its* never takes the apostrophe.
(2) It is better to say "middle" (not "center").

"J. M. M.," Lake Placid Club, N. Y.—"Is the word *stob*, to designate a stump or stake in the water, as used in the Southern States, considered correct English?"

The word *stob* is a Scotticism defined as follows: "A small post; the stump of a tree; a stake." It is a Scottish variant of "stub" and can be used colloquially but not in writing.

"W. S.," Catasauqua, Pa.—"Kindly tell me how it is customary to indicate to the compositor type such as *Italics*, SMALL CAPS, and LARGE CAPS in a 'typed' manuscript."

Italics are indicated by a single underscore; small capitals by a double underscore, and full capitals by a triple underscore.

"H. I. N.," South Bend, Ind.—"How old is William II. of Prussia, and how many sisters and brothers has he?"

William II., King of Prussia and German Emperor, was born January 27, 1859, and is, therefore, fifty-eight years old. He has one brother, Henry, and four sisters, Charlotte, Victoria, Sophie, and Margaret.

"A. Y. P.," New York, N. Y.—"I have heard it asserted that the Russians have no equivalent for our social titles of *Mr.*, *Mrs.*, and *Miss*, and address individuals directly by their names. Is this correct?"

The Russians have no such titles as we have, but address each other by their Christian names.

"E. J. C.," Franklinton, N. C.—"Two train orders were recently sent, reading as follows: 'After Extra 317 North has arrived at Franklinton, Engine 547 will run extra Franklinton to Johnson Street,' and 'After Extra 317 arrives at Franklinton, Engine 547 will run extra Franklinton to Johnson Street.' There is some dispute as to which wording is correct. Kindly advise as to correct wording of this order."

Neither. The correct form is: "After Extra 317 North shall have arrived."

"F. E. C.," San Antonio, Fla.—"In order to settle an argument, please decide the following: In the formation of rattles on a rattlesnake, do the new rattles originate at the base of the tail, or do they originate from the button attached to the rattles?"

The rattle of the rattlesnake is developed from the single conical scale or epidermal spine, which in most snakes forms the internal tegument of the tail. The bone on which the root of the rattle rests consists of the last caudal vertebra and is covered with a skin which is the beginning of the rattle in young rattlesnakes. The "New International Encyclopedia" says: "The curious epidermal structure at the end of the tail consists of a tapering series of amber-colored, horny, flattened bells which are locked into one another. The oldest or terminal bell (the button) is in reality the horny covering of the tip of the tail which was not discarded when the skin was first molted. At each successive molt the tip is pushed out by the new skin, and so a bell is added at the base with each new shedding of the remainder of the skin."



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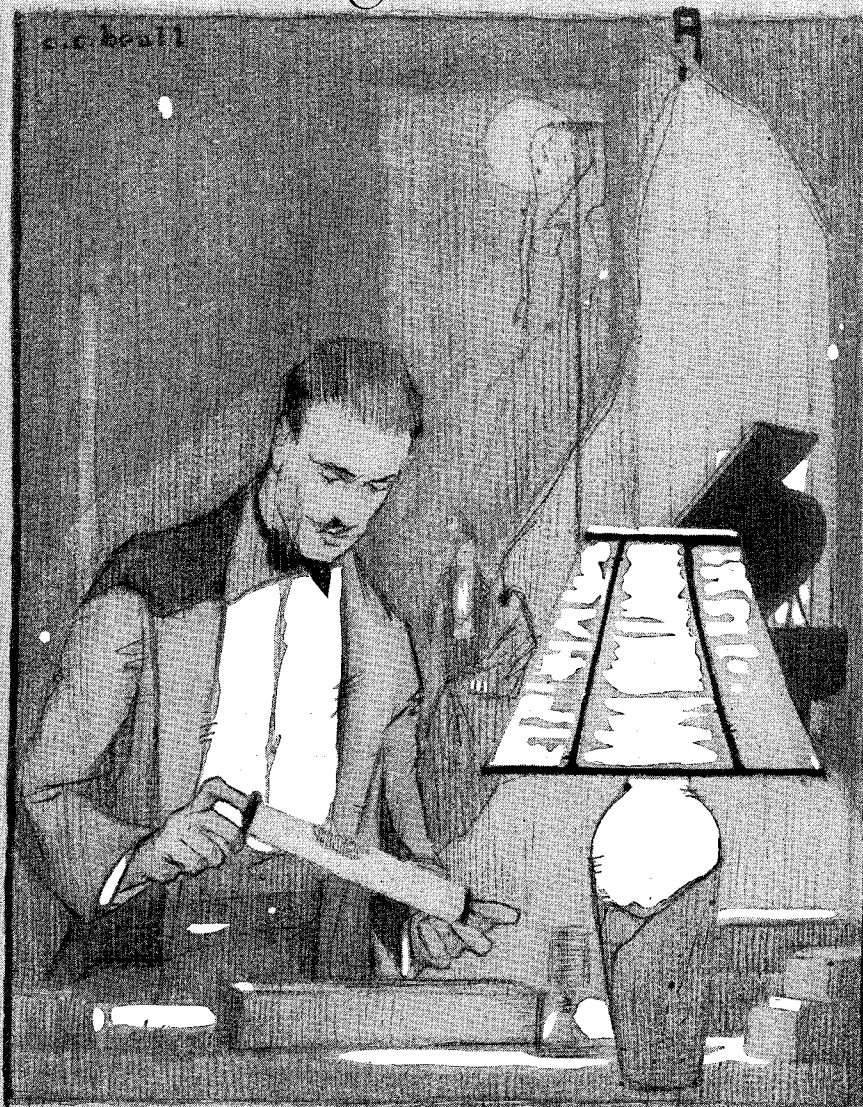
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INVESTMENTS - AND - FINANCE

HOW TO FINANCE OUR WAR-EXPENSES

MUCH thought has been given in financial no less than in Governmental circles to our problem how best to raise the money with which to pay the expenses we shall incur in the European War. The President in his address to Congress proposed to resort to both of the Government's resources, that is, to taxation as well as to putting out bonds, the purpose being to choose methods by which the taxation would not become so vast as to check industry, nor the loans so great as to create inflation and so invite prostration through reaction. Matters for deliberation were the proportions of each that should be observed in such a combination of credits. Many were of the opinion that taxation should be sufficiently great to control war-profits, but should not operate to prevent them. It was suggested in *The New Republic* by Professor Sprague, of Harvard, that, after an initial bond-issue with which to provide the funds immediately necessary, the Government should raise practically all its funds from current taxation. Inasmuch as war-loans lead to inflation and a rapid rise in the cost of living, they bear heavily on the poor. And a rise in prices also makes the cost of funds for the Government increasingly higher.

According to Professor Sprague, taxation "to the bone" has the advantage that it "checks unnecessary consumption at the outset of hostilities and enforces economy." One of the proposals made by him was that a special war-tax of 10 per cent. be imposed on incomes of \$1,500, and one of 15 per cent. on incomes of \$2,000, the rate advancing by successive stages until 50 per cent. was paid on incomes of \$40,000. Whether the Administration would follow any such drastic course was believed to be more than doubtful. It was more likely to adopt the method which England has employed, altho it might resort, in even greater degree, to taxation than England has done. It seemed likely that an "excess-profits tax" on war-supply companies would be levied and that it would be a severe one. Prof. Irving Fisher inclined strongly to the taxation plan. In a letter to the *New York Times Annalist*, he recently said:

"The great outstanding fact, almost wholly overlooked, is that when a war is financed by loans these loans become, in one way or another, the basis for an inflation of credit or deposit currency and cause a great and rapid rise in the price-level, with all the attendant evils and injustices which such a rise implies. Many suffer through inability to secure a due share of the nation's products because of the greatly increased price-level and because of the unequal manner in which borrowing spreads the burden of war over the people. The Government is forced to pay higher and higher prices for the supplies of war, and must pay almost any price asked because of the exigency of its situation, hence its loans are exhausted more and more quickly. In addition it carries for years thereafter an immense burden of debt.

"Were a war, on the other hand, to be financed by taxation, the consumption of

the people with small and moderate incomes would not be reduced any more than, if as much, as it is now by a high price-level; extravagance among the rich would be curtailed; there would be fewer fortunes made from the war, and the Government would get more goods for the money expended, while no burden of debt would be left.

"These causes and effects of Government borrowing for war-purposes have practically never been foreseen. They were apparently not foreseen in the present conflict by any of the warring nations. They were not foreseen by us at the time of the Civil War, nor at the time of our Revolutionary War. In fact, it is doubtful if in any war in history they have been foreseen. Even after peace has come, war-inflation has been half overlooked because it has always been mingled with war-scarcity.

"I was myself surprised to find how much more important a cause of the rising cost of living in Europe the abundance of money has been than the scarcity of goods. The United States is suffering a reflex effect in the import of gold, which largely explains our own high cost of living. If we enter the war, we must not add to our gold inflation a credit inflation, yet we could not escape this if we follow a bond-selling policy.

"Borrowing may have to be used as the immediate means to meet the initial demands of a war. But, in my opinion, even such a loan should be paid off as quickly as possible during the war itself by the means of taxation. There is no injustice in a tax-policy. Conscription of income is as just as conscription of persons."

After Congress came together on April 2, there was little doubt that on wealthy men and large corporations the Democratic leaders in Congress hoped to impose the heaviest burden of the cost of carrying on the war. On the assumption that, aside from bond-issues, the sum of at least \$500,000,000 would have to be raised by taxation during the coming fiscal year, majority members of the Ways and Means Committee believed they could raise this sum by a graduated levy on the net incomes of individuals and corporations. The plan was to exempt all incomes below \$1,500 a year, but from that sum upward the scale of taxation would steadily increase until, in the case of incomes in excess of \$100,000, the levy upon the excess would become practically confiscatory. The tentative scale, as outlined in the *New York Evening Sun*, was as follows: On incomes from \$1,500 to \$5,000, 3 per cent.; from \$5,000 to \$25,000, 5 per cent.; from \$25,000 to \$50,000, 10 per cent.; from \$50,000 to \$100,000, 25 per cent.; on incomes in excess of \$100,000, not less than 50 per cent. This would apply to individual earnings. With regard to levies against the incomes of corporations, the plan was to follow the scheme that had been adopted in Great Britain and other belligerent countries of making the industries receiving most of the gross revenues from the production of war-supplies pay the heaviest premium, thus insuring the country against undue profits for munition-makers. All other corporation incomes in excess of 6 per cent. were to be taxed also, on a graduated scale, the effect of which would be practically to confiscate

increments of net revenue in excess of 10 per cent.

After Congress had been in session a week there was an expectation that the Administration would ask for authority first to issue the huge sum of \$5,000,000,000 bonds; within a few days the amount was raised to \$7,000,000,000, of whose proceeds \$2,000,000,000 would be used for the war-establishment and \$3,000,000,000 for extending credits to the Allies; secondly, to raise through taxes not \$500,000,000, but \$1,750,000,000. The New York *Evening Post* remarked that these were "wholly unprecedented amounts." If raised within a single twelvemonth, their aggregate "would be more than three times the revenue raised through loans and taxes even in the fiscal year 1865, when the Government had more than one million men in the field on one of the widest battle-fronts in history." The debate which would arise, when the Treasury gave Congress its detailed estimate of requirements for the war-credit, would in part, at least, converge on the question whether our Government, taking the figures as proposed, "would or would not be starting on too large a scale of initial appropriations." *The Post* said it was aware of the argument which existed for providing more rather than less than would be required in a given period; but there were also "strong reasons for studying carefully beforehand the purely economic effects of assuming at once any burden greater than present paramount needs require." The first war-credit voted to the English Government, after the hasty preliminary measures at the beginning of the war, was for \$1,750,000,000. The British war-loans issued in the first twelve months of fighting amounted to \$4,500,000,000, put out, however, at two separate dates, seven months apart. Meanwhile, the total increase in Great Britain's annual tax-roll over that of the year before the war had been \$2,000,000,000. These two items made a sum "a little short of the sum proposed in the Washington dispatches for our Government."

FORTUNES MADE IN SHIPS—AFTER-THE-WAR PROSPECTS

In illustration of a familiar fact, that the war has been making fortunes for ship-owners, the New York *Times Annalist* recently presented some interesting information. First, it cited the ship *Aztec* which a German submarine sank early in April, when on her first voyage as an armed freighter from New York to Havre. The vessel had been insured for \$1,000,000, and yet less than two years ago the *Aztec* might have been bought for \$100,000. This rise in value illustrates what happens when war destroys ships almost daily and keeps many others locked in harbors. The ancient saying that anything is worth what it will bring when offered for sale was cited by the writer as "the only justification for the prices which vessels are bringing." Ships in reality "are not worth anything like what their owners ask, based on their cost or their earning power when rates are near normal." So long, however, as rates are written up "almost to a point where a ship's cargo returns the purchase-price of the vessel on her first trip, there will be no limit to the price which she can command." The writer says further of the *Aztec* and some other ships:

"The *Aztec* was of less than 4,000 tons

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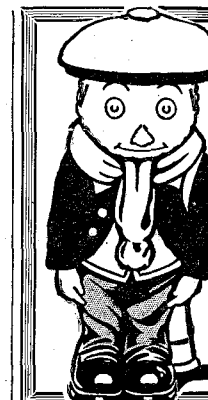
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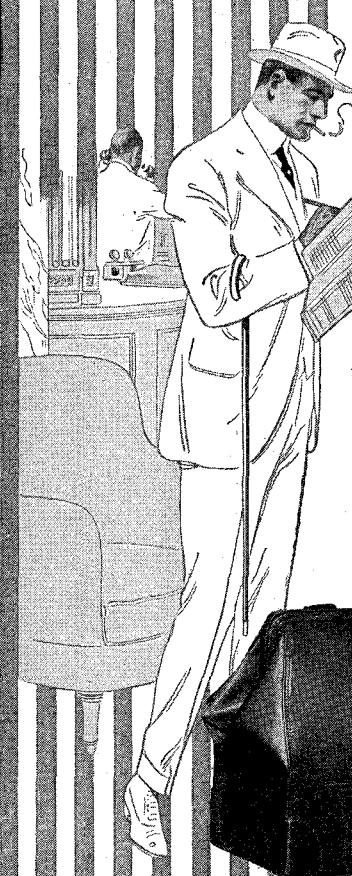
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gross tonnage, and was twenty-three years old. A slow-moving, small-sized boat, she had practically been relegated to the backwaters of commerce when war broke out. Certainly she could not have been kept in commission in the Atlantic trade against the competition maintained before the war by the big Continental boats. When the Pacific Mail Steamship Company was being liquidated a bargain lot was made up of seven small steamships and some odds and ends of piers, the lot being sold to the American International Corporation and W. R. Grace & Co. for \$1,250,000. It was estimated at the time that the *Aztec*, one of the seven boats left after the sale of the four big liners to the International Mercantile Marine, had cost her new owners approximately \$80,000, and that she was no bargain at that figure.

"However, the *Aztec* and her sister ships turned out to have been very good bargains, for the demand for bottoms became so great in the latter part of 1915 that almost any vessel which could hold together and get insurance could find a charter at high prices. When the *Aztec* was sold to the Oriental Navigation Company, just a few weeks ago, she brought \$778,000, and she had already returned \$400,000 in operating profits to the sellers, so that the original investment of perhaps \$80,000 had grown to \$1,178,000. And there can be no question but that she would have paid her new owners a satisfactory return had the submarines failed to get her for half a dozen round trips.

"When the Pacific Mail Company was reborn early last year, orders were at once given for the construction of a new steamship, to cost \$325,000. When it was launched, and, of course, long before completion, it was sold by the Pacific Mail for \$600,000. The new owner waited but a short time before selling it to an established steamship line for \$800,000.

"An old sailing-vessel, the Norwegian bark, *Sator*, was wrecked twenty months ago and towed into Montevideo for salvage. The damages to the vessel were so great that the owners refused to take it, but left it on the hands of the insurance company. The company offered the wreck for sale for \$5,000, and then at \$4,000, without finding a taker. In the meantime shipping values were jumping day by day, and when a local syndicate at Montevideo had finally ascertained the extent of the ship's injuries it purchased the *Sator* for \$85,000."

The writer then gives facts as to other ships, the names of which in some cases had been purposely changed, but the details given are all authentic, having been vouched for by ship-builders. These data are offered because they have interest "as showing the rapidity of the appreciation of new vessels which occupied the ways when the rush to get ships built found the yards unable to promise any early deliveries."

"There was, for instance, the *William J. Logan*, a vessel built partly as an experiment for the express purpose of carrying lumber in large packages. The *Logan* was designed with a roomy hull and extra large hatches to permit the easy handling of great bales of finished lumber, and, like most vehicles built along peculiar lines to meet the needs of a particular user, she was at a disadvantage when used for any other purpose. The lumber trade did not keep the *Logan* busy long, and she was sent back to the builders to be altered so as to be suitable for general cargo purposes. The alterations should not have been written into the construction-cost of the vessel, since they were merely for the undoing of work that had unfitted her for general cargoes, but they were, and the owner sold the vessel for \$1,000,000 over and above her final cost. The price paid

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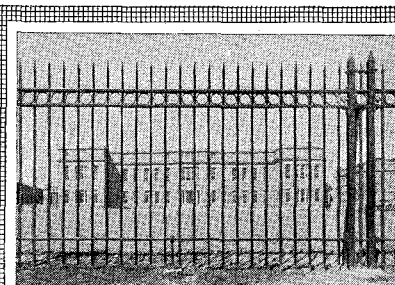
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was more than three times the original contract construction-price. Like the *Aztec*, she afterward encountered a submarine, but reached a British port badly damaged.

"Then there were the sister ships *Nebraskan* and *Nevadan*, built for the American Hawaiian and released for sale after the opening of the Panama Canal, which cost \$400,000 each, and were sold for \$700,000 before values had risen far. The *Nebraskan* figured in one of the earliest submarine meetings, being torpedoed while returning in ballast, but was saved.

"A schooner, which cost the owner \$2,800 before the war, has shared in the rising value of vessels suitable for the Atlantic trip and was sold recently for \$30,000. That represents about the maximum percentage increase in value that has come to light. As a sailing-vessel competing with steam she could not get any profitable business in 1914, but in 1916 she had but to cross the Atlantic safely with a full cargo to pay her war-cost.

"A new vessel commands almost any price. The *Carolinian*, built to carry coal, was contracted for at \$330,000. Before completion she sold for \$600,000, and the second owner promptly transferred her for \$750,000. Once more before going into blue water this vessel was sold, bringing \$850,000 from a company that wanted her for use, not for a speculation, and it is reported on good authority that in the three trips that have since been made the ship has repaid her cost. That is the astounding conclusion of so many recitals of fabulous prices paid for vessels, that the last owners made big profits in spite of the inflation in the cost of their investment or speculation.

"The *Norfolk* was constructed six years ago at a total cost under \$400,000. Had the war not given it a fictitious value, it might have been sold for half that sum after allowing for age and deterioration. As it was, after six years in service for the owners, the *Norfolk* was put on a five-year charter at an annual rental of \$480,000.

"If it be objected that these instances are extreme and not characteristic, shipping men will tell you almost unbelievable stories which they only know by hearsay. A vessel recently sunk with large loss of life was purchased by a steamship company for \$670,000 from a man who had taken it for a small debt. The new owners charged off depreciation until they carried the vessel at \$200,000, and refused \$1,000,000 shortly before she was submarined. An iron freighter was burned in New York Harbor and her masts were long afterward marked with red lanterns until the Government could destroy the hull. It was finally bought for \$10,000, raised, and towed to Staten Island, and sold with \$250,000 profit to the man who had it rebuilt."

As the writer remarks, these figures remind one of the prices paid for picks and shovels in the early days of the Klondike, "with this difference, that the high prices are certain to obtain longer because there is no means of getting additional vessels quickly with which to break the market." Moreover, the construction costs of vessels have risen so considerably as partly to justify the higher price of ships in commission. Ships' plates, for which builders were paying 1½ cents per pound three years ago, are selling now at 8 cents for future deliveries, or for 10 cents where immediate delivery is required. Labor at the yards has gone up 50 per cent., and on steamships labor makes up about 56 per cent. of the net cost before allowing for overhead, leaving 44 per cent. for materials. In consequence, the manufacturing cost of a new vessel is "considerably more than twice what it



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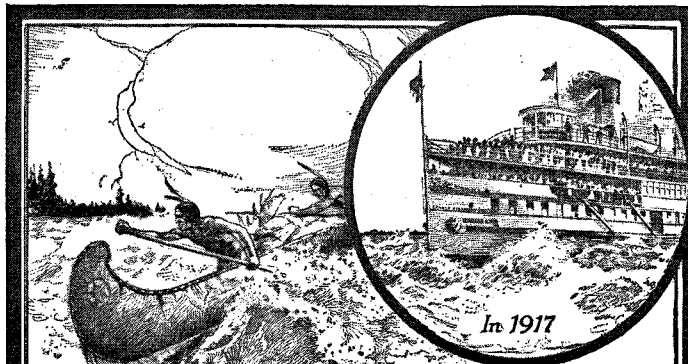
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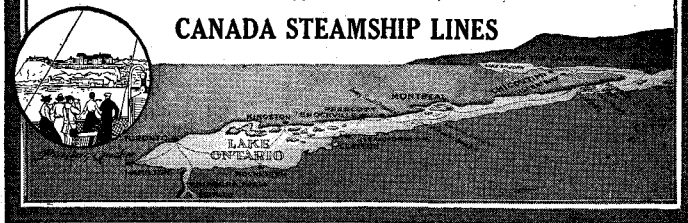
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